THE MOTORCYCLE ENTHUSIAST'S WEEKLY NEWSPAPER

VOLUME V NUMBER 41 November 7, 1968

CYCLE NEWS

FEATURING: Mammoth Moto-Cross Saddleback Moto-Cross Carlsbad Moto-Cross Adelanto TT TJ TT Ascot Short Track Orange County Road Race Whiteman Speedway NY TO LA 45 HR.

WEST 25¢

Windup of 1968 AMA National Season

Photos by Dennis Greene & John Shedd

GARDENA, Cal., Oct. 12 – No Hollywood scriptwriter could possibly have contrived a more dramatic, suspenseful climax to the AMA Championship point race than the J.C. Agajanian-promoted 8-Mile National at Ascot Park.

Locked in the bitterest of battles were top Harley-Davidson contender Fred Nix and defending Number One title holder, Triumph's Gary Nixon. Only nine points separated them going into the final National of 1968, and Nix, by virtue of a recent Ascot Main Event victory, was favored to hold onto his lead, if not increase it. Nixon, on the other hand, was a definite underdog, especially after finishing a distant 10th in last week's half-mile outing.

Down For The Money

The grandstands were jammed with excited, race-hungry fans, final track preparations groomed the dirt oval to perfection – and then the action began! Tension became almost visible as the Expert heats lined up, each 10-man event looking like a National in itself. But only the first three would transfer directly to the final, while 4th, 5th and 6th place finishers had one more chance – in the semi-main from which just three more riders could hope for a go at the $6000 8-Mile purse.

Fast qualifier and Ascot point leader Mel Lacher (H-D) overtook Nix in the initial 10-lap heat, stretching it out and setting a new track record in the process. Later, BSA-mounted Chuck Jones also got by Fred, but Nixon – 4th at the finish – was relegated to the semi along with teammate Chuck Palmgren and Ron Kruseman (BSA).

Three-time National champ Bart Markel, a strong H-D hope after five National wins earlier in the season, retired with mechanical problems on lap four to the disappointment of many who hoped to see him better his 4th place overall point standing.

The next heat found Lawwill zooming to victory, wire-to-wire, though pressed in the early going by 4-time 8-Mile winner Sammy Tanner, aboard a Royal Enfield. Tanner, making his first appearance since fracturing a collarbone, tired visibly and slipped to 6th, then scratched from the semi. Lawwill was followed to the flag by DeWayne Keeter (BSA), Clyde Litch (Triumph), Shorty Seabourne (BSA) and Bruce Holland (Triumph). Time for the event was nearly three seconds slower than Lacher's.

Dan Haaby (H-D) assumed an early lead in the final preliminary event and held it til lap 8 when Triumph tiger Gene Romero took over for keeps. Cal Rayborn (H-D) grabbed third ahead of BSA riders Lloyd Houchins and Tim Harris, though a truly impressive first-time Ascot performance was turned in by 5-time Canadian road race champ Yvon DuHamel before his 350cc Yamaha blew. DuHamel burrowed from 8th to 5th in six laps and appeared capable of moving even farther forward until beset by mechanical woes.

Now's The Time

Eager anticipation rippled through the crowd as the Expert semi riders rolled to the line. This was it. If Nixon didn't finish at least third his Championship hopes were over. But into the first turn he flew, ahead of the swarming pack! Only five laps to decide the finalists, and on the third time around Seabourne

Continued On Page 5

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY WEDNESDAY NIGHT

QUARTER-MILE FLATTRACK RACING at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. 125-250-Open classes, 40% purse, pits close 8 p.m. For info call (714) 528-4290.

SPORTSMAN TT RACES at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. All classes, runs in conjunction with flattrack, pits close 8 p.m. For info call (714) 528-4290.

EVERY THURSDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

EVERY FRIDAY NIGHT

AMA PROFESSIONAL QUARTER-MILE SHORT TRACK RACE at Ascot Park, 183rd & Vermont, Gardena, Cal., promoted by J.C. Agajanian. Nov., AM., Exp. riders. Info (213) DA 3-5055.

SEE AD THIS ISSUE

EVERY SATURDAY NIGHT

CLASS A SPEEDWAY RACING at Whiteman Stadium, 12850 Pierce St. at San Fernando Rd., Pacoima, Cal. Races 8 p.m., $2.50 adults, $1.50 under 12, free under 6. Free parking. For info contact Criswell Enterprises, 12130 Sherman Way, No. Hollywood, Cal. (213) 983-1617.

SEE AD THIS ISSUE

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

1st SAT. NIGHT OF EACH MONTH

AMA PROFESSIONAL TT STEEPLECHASE RACES at Ascot Park, 183rd & Vermont, Gardena, Cal., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

SEE AD THIS ISSUE

SAT. & SUN., OCT. 19 & 20th

PIONEER 100 MOTORCYCLE & DUNE BUGGY RUN at Parker, Ariz. Five 26-mile loops, money, trophies. Mail entry $5, at race $10. Send to El Rio Yamaha, Rt. 1, Box 857, Parker, Ariz. (602) 669-2466.

ROAD TOUR by Red Tops M.C. in Panorama Hgts., Calif. For info, call (714) 429-3557.

SUNDAY, OCTOBER 20th

ACA 5th ANNUAL U.S. GRAND PRIX, Willow Springs Int'l Raceway, Rosamond, Cal. All classes GP & Prod. Pre-entries Prod. $10, GP $15, post $25, close Oct. 13. $1000 guar. or 40% of gate. Trophies for Prod. Info P.O. Box 247, Fullerton, Cal. (714) 528-4290. SEE AD THIS ISSUE

SCRAMBLES by 13 Rebels M.C. at Perris, Cal. Cheaters – honest starter, Bernie. 8 a.m. start, small bores 8-12, big bikes thereafter. For info (213) 771-2539.

SO-CAL 26th ANNUAL TURKEY HARE & HOUND, Dist. 37 Championship, AMA pt. run, 110 miles, 9 a.m. start-Trail bikes go distance. Limed from Redrock Cyn. 20 miles no. of Mojave, Cal Hwy 14.

HILLCLIMB by Blue Barons M.C. at clubgrounds in Tacoma, Wash., AMA sanc. Info (206) SK 2-7524.

MOTO-X by Hi-Jinx FMC limed from Central Ave. off Riverside (Calif.) Freeway (Canyon Crest area). 100cc max. Call (213) 835-2654.

6th ANNUAL POKER RUN by Road Cruisers M.C., AMA sanc., SDCRRA Pt. run. Start 8-10 a.m. from Lemon Grove Honda, on Broadway, San Diego, Cal.

ENGLISH TRIALS by San Diego Trials Riders at Miramar, San Diego, Cal. Limed from Interstate 5 along Genesee, from #395 along Miramar Rd. Signup 8:30, 9:30 a.m. start, all classes incl. kids. Info (714) 423-3031.

SCRAMBLES by Feather River M.C. at Triple M Speedway in Marysville, Cal., 1 p.m. start.

TUESDAY, OCTOBER 22nd

FEATHERWEIGHT RACING ASSN. MEETING at Crown Cycle, 8904 Garvey Blvd., Rosemead, Cal. at 8 p.m. For info (213) 426-4820 or (213) 280-3553.

SAT. & SUN., OCT. 26 & 27th

AMA INTERNATIONAL MOTO-CROSS near New Philadelphia. Ohio. This is the midwest's big one. Write or call Mid-States Int'l Moto-X Ass'n., Box 105, Amherst, Ohio 44001. (216) 282-6161.

SUNDAY, OCTOBER 27th

POKER RUN by Rebel Rousers M.C. Call (213) 444-9644 for info.

AFM NAT'L CHAMPIONSHIP GRAND PRIX ROAD RACE at Cotati Raceway, Cotati, Cal., so of Santa Rose on Hwy. 101. $500 purse for GP, trophies for Prod. For info contact 4810 Daisy St., Apt. B, Oakland, Cal. 94619. (415) 536-2950.

SIDEHACK ASSOC. SCRAMBLES at Huntington Beach, Cal. track. Big bikes a.m., small bikes p.m., no engines before 9 a.m. Info (213) 353-8719, 354-4966.

MOTO-CROSS by Desert Challengers M.C. at Deadman's Point, Apple Valley, Calif. Call (213) 845-6448.

MUD SCRAMBLES by Shamrock 2-Wheelers of Salem, Oregon. Posted off Hwy 22, 19 mi. east of Salem. Call 363-0968 in Salem. (Also Nov. 10, Nov. 24, Dec. 15, Jan. 12 & Jan. 26, Feb. 9 & Feb. 23.)

MOTO-X – by San Bernardino Valley M.C. at Saddleback Park, AMA Dist. 37 pts, a $3.50 mail or post entry. Post closes 9 a.m. First moto 0-125 Jr. 9:30 a.m. Mail entry to 24769 5th St., San Bernardino, Calif., 92410, closes Oct. 21.

SEE AD THIS ISSUE

TRAILBLAZERS ENDURO at Green Valley Raceway, Smithfield, Texas. AMA rules, 1st rider out 8 a.m. Info Johnny Allen M.C. Sales, 3733 E. Belknap, Ft. Worth, Texas.

SCRAMBLES by Sprockets M.C. at Sprockets Park, Bakersfield, Cal., signup closes 11:30 a.m., race at noon.

BIG FOOT ENDURO by Trinity Trailsters M.C. Start & finish 16 mi. east of Willow Creek on Hwy 299. Write Box 177, Willow Creek, Cal. 95573.

TT SCRAMBLES by Experts M.C. at So. Bay Speedway east of Chula Vista, Cal. Call (714) 479-3209.

SCRAMBLES by Oakland M.C. at Pt. Richmond, Calif. Call Al Dring for info (415) 534-0546.

HIGH SIERRA CHAMPIONSHIP ENGLISH TRIALS by Oakhurst Hillbillies M.C. at Oakhurst, Cal., 40 mi. no. of Fresno on Hwy. 41. Mail entry $2, post $3 to Oakhurst Hillbillies, Oakhurst, Cal. 93644.

SCRAMBLES by Blue Barons M.C. at clubgrounds in Tacoma, Wash., AMA sanc. Info from club, 1606 S. Madison, Tacoma, Wash. 98405 or (206) SK 2-7524

SPORTSMAN TT SCRAMBLES by Mesa M.C. at Mesa Speedway. Take Main St. turnoff from Interstate #5 at Chula Vista, Cal. & follow lime, just east of Brown Field. Prac. 10 a.m., race noon, AMA sanc.

8th ANNUAL HARE SCRAMBLES by Spoke Benders M.C., AMA Dist. 37 pts., 9 a.m. start. Limed from Bell Mt. Stoddard Wll's Rd., 4 mi. no. of Victorville, Cal. Big bies 3 30-mi. loops, trailbikes 4 20-mi. loops separate course.

SAT. & SUN., NOV. 2 & 3rd

ENSENADA EL TOUR GRANDE, Road Run sponsored by Cycle News from Mexican Border at San Diego, Cal. to Ensenada, Mex. 5-card poker run, Sat. night Ensenada nightlife, parade through Ensenada, custom contest, native brass decorative trophies. Participant pins. Advance entries to Cycle News Tour, Box 498, Long Beach, Cal. $2.50. (Make motel reservations early. See ad this issue.)

ATTENTION MOTORCYCLE CLUBS:

Clubs are asked to bring their mailing address up to date or we will be forced to eliminate them from our directory. Thank you.

CYCLE NEWS

SUNDAY, NOVEMBER 3rd

JACKASS ENDURO by Foothill Hawks M.C. Start 7:01 a.m. Start – Noon Check & finish same place.

SEE AD THIS ISSUE

2nd ANNUAL "MONSTER RUN" HARE SCRAMBLES by world renowned Kern Co. Trailblazers M.C., limed from Buttonwillow, Cal., 11 a.m. start, 3 30-mi. loops, trailbikes 2 30 mi. loops. Spark arrestors. Info (805) 746-4058.

HIGH SIERRA ENDURO by Port Stockton M.C. at Railroad Flats, Cal., 60 mi. east of Lodi. First rider out 8:01 a.m., all classes, Dist. 36 AMA sanc., mail $3.00 entry to Mrs. Jim Thompson, 1987 Michigan Ave., Stockton, Cal. 95204.

27-MILE PONDEROSA HARE SCRAMBLES by Greyhounds M.C. at Ponderosa Ranch, Cal. 50% trophies. Call (213) 367-2907.

EUROPEAN SCRAMBLES by Sage Hoppers M.C. at Encinitas, Cal. 3rd annual "Brush Bash". $3.00 entry, no admittance. 9:00 a.m. prac. For info call Bob Gooding (714) 753-2907.

ROAD RACE sanc. by AFM at Orange Co. Raceway, Tustin, Cal. $500 purse. Call (213) 223-7967.

MOTO-CROSS at Carlsbad, Cal. by CMC. Mail entry $5.00, post entry $10. Mail to P.O. Box 124, Reseda, Cal. 91335. Close Oct. 28. Info (213) 886-3116.

ADELANTO TRACK, Glen Redding presents the Great A TT, on Hwy. 395. Signup closes 11 a.m. (213) 927-3860.

MOTO-CROSS by Bushmasters M.C., 10 a.m. start. Take U.S. 60, 70, 99 to Beaumont, Cal., Beaumont Ave. offramp, follow lime 2 mi. so. to Lamb Canyon. Info (714) 849-8264.

EUROPEAN SCRAMBLES by Desert Challengers M.C. at Deadman's Point, Apple Valley, Cal., 3 1-hr. races, large trophies. Info (213) 845-6448.

NOVEMBER 4th THROUGH 7th

MEXICAN 1000 ENSENADA TO LA PAZ RUN entries now being accepted. Contact NORRA, Inc., 19720 Ventura Bl., Woodland Hill, Cal. (213) 883-4140.

SAT. & SUN., NOV. 9 & 10, 1968

INTER-AMERICAN MOTO-CROSS SERIES at Dallas, Texas. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289.

SEE AD THIS ISSUE

OFFICIAL ENTRY BLANK

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CALENDAR

10th ANNUAL GRAND PRIX at Hopetown by Dirtdiggers M.C. Dist. 37 pts. Mail entry only, $8. Use official entry blanks. For info call (213) 964-5076. Entries close Oct. 19.

SUNDAY, NOVEMBER 10th

22nd ANNUAL COWBELL DERBY Enduro by Hayward M.C. Starts at Upper Lake, Calif. Call Robert Queen, (415) 538-3412. Mail entries to Cowbell, 21077 San Miguel Ave., Castro Valley, Calif. 94546.

SATURDAY, NOVEMBER 16th

INDOOR SHORT TRACK (prof.) at San Jose Fairgrounds. Starts 8:30 p.m. $600 purse. (Also Nov. 23 & 30 and Dec. 7).

SAT. & SUN., NOV. 16 & 17th

INTER-AMERICAN MOTO-CROSS SERIES at Westlake Village, Los Angeles, Cal. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289.

SEE AD THIS ISSUE

SAT. & SUN., NOV. 23 & 24th

CATTLE CALL RUN by Mary's Men M.C., AMA sanc., SDRRA pt. run. Start finish at Cattle Call Arena, Brawley, Cal. 8 a.m. For info, Mary's Men M.C., 4588 50th, San Diego, Cal. 92115.

INTER-AMERICAN MOTO-CROSS SERIES at De Lavega Park, Santa Cruz, Cal. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289.

SEE AD THIS ISSUE

SUNDAY, NOVEMBER 24th

13th ANNUAL TURKEY MUD SCRAMBLES by Oregon Sidewinders M.C., 100-175-250-Open classes, at Sidewinders track on SE Lawnfield Rd., Clackamas, Ore. near Portland. Info write Rt. 3, Box 290-C, Oregon City, Ore. 97045.

PACIFIC INTERNATIONAL GRAND PRIX ROAD RACE by FIM/AFM at Orange Co. Int'l. Raceway. For entry info write P.O. Box 213 No. Hollywood, Cal. 91603 or call (213) 762-9875. Entries close Nov. 11.

SEE AD THIS ISSUE

MOTO-CROSS by Hi Boots M.C. at Dehesa Track near San Diego. AMA points. Call (714) 477-8024 or 449-0784.

TOYS FOR TOTS POKER RUN– Admission, one toy. Starts 8 a.m. at Eagles Lodge, 4684 S. Saviers Rd., Oxnard, Cal. U.S. Marine Corps charity. Spons. by Oxnard M.C.

SCRAMBLES by Sprockets M.C. at Sprockets Park, Bakersfield, Cal., sign-up closes 11:30 a.m., race at noon.

SATURDAY, NOVEMBER 30th

2nd ANNUAL BARSTOW TO LAS VEGAS PACIFIC SOUTHWEST CHAMPIONSHIP HARE & HOUND by San Gabriel Valley M.C. Dist. 37 pts., 185 mi. desert terrain. Limed from Minneola Rd. offramp approx. 12 mi. no. of Barstow, Cal. on Vegas Fwy. For info contact SGVMC, P.O. Box 813, El Monte, Cal. 91734.

SAT., NOV. 30 & SUN., DEC. 1st

INTER-AMERICAN MOTO-CROSS SERIES at Carlsbad Raceway, Carlsbad, Cal. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289.

SUNDAY, DECEMBER 1st

INTERNATIONAL MOTO-X Carlsbad Raceway, Carlsbad, Calif., also AFM National classes.

SEE AD THIS ISSUE

SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal., starts 1 p.m.

SUNDAY, DECEMBER 8th, 1968

TT SCRAMBLES by Hi Boots M.C. at Dehesa track near San Diego. AMA points. Call (714) 477-8024 or 449-0784.

SCRAMBLES by Blue Barons M.C. at clubgrounds in Tacoma, Wash., AMA sanc. Info from club, 1606 S. Madison, Tacoma, Wash. 98405 or (206) SK2-7524

SOUTHERN NEVADA TT CHAMPIONSHIP by Vegas Valley M.C., Las Vegas, Nev. For info contact Tom's Cycle Center, 1030 S. Main, Las Vegas, Nev. (702) 382-6600.

INTER-AMERICAN MOTO-CROSS SERIES at Saddleback Park, Irvine, Cal. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289. SEE AD THIS ISSUE

FRI., DEC. 13 & 27, FEB. 7 & 14th

INDOOR SHORT TRACK RACES at Cow Palace, San Francisco, Cal. AMA sanc., 10-mi. concrete track, promoted by Bob Barkhimer Assoc., John Soares Track & Promotion Mgr. For info write #14 Camp Evers Lane, Santa Cruz, Cal. 95060.

SUNDAY, DECEMBER 15th

INTER-AMERICAN MOTO-CROSS SERIES at Guadalajara, Mexico. For info & entries contact International Moto-Cross 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289.

"THE PART I LIKE BEST IS WHERE I GET CYCLE NEWS EVERY WEEK."

P.I.G.P.
NOV.
24 th.

ROAD RACE
OCT. 27
Carlsbad Raceway

"Confound it, Erixon! When a customer asks the difference between our $350 models and our $500 models, you don't say $150!"

The Foothill Hawks MC.
PRESENTS...

JACKASS ENDURO

SUNDAY, NOV. 3rd FIRST RIDER LEAVES AT 7:01a.m.
START – NOON CHECK & FINISH AT SAME PLACE
LIMED FROM RED MOUNTAIN

Ride the trails of the legendary, "single blanket Jackass prospectors". This adventurous run through the historic and beautiful vastness of the RAND MTS & SUMMIT DIGGINS has become an unforgettable classic to those who have ridden past events.

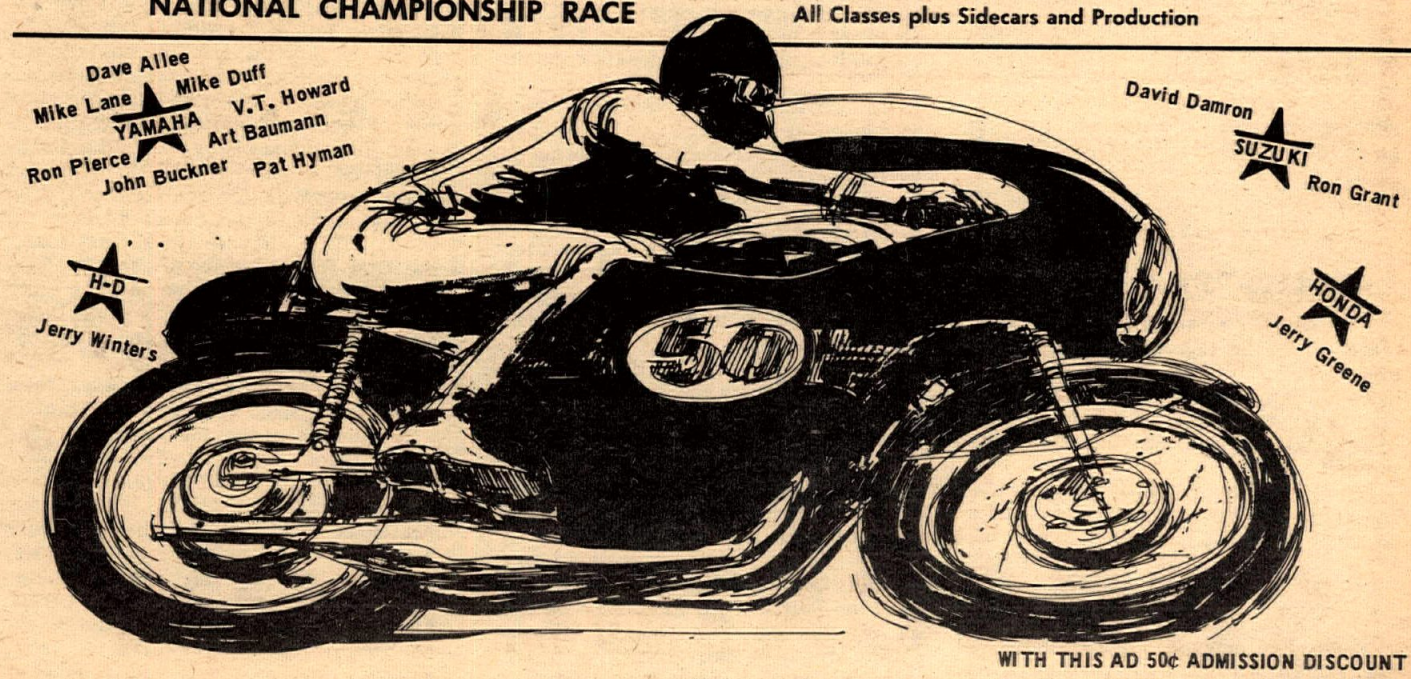
★ Trailbikes go full distance
★ Drawing for starting position Oct. 24th at 503 Whittier Blvd., Montebello
★ License & Muffler Optional ★ Approx. 100 mi. ★ All Classes
★ Point Run ★ Club Teams ($1.00 extra per rider)

Entry Fee $4.00 Mail & $5.00 Post
Mail Entries Close Postmarked before Midnight Oct. 22, to Wayne Powell, 4662 Windsong Ave., La Palma, Calif. 90620

Bring your own Gas & Water – Food & Beverages will be available.

INTER - AMERICAN MOTO-CROSS SERIES IN THE WEST
NOV. 10th and 11th – DALLAS, TEXAS
NOV. 17th and 18th – WESTLAKE VILLAGE, LOS ANGELES
NOV. 24th – DE LAVEGA PARK, SANTA CRUZ
DEC. 1st – CARLSBAD RACEWAY, CARLSBAD
DEC. 8th – SADDLEBACK PARK, IRVINE
DEC. 15th – GUADALAJARA, MEXICO
INFORMATION and ENTRIES
INTERNATIONAL MOTO-CROSS 4790 Palm Ave., La Mesa, Calif. 92103–Tel. (714) 460-4289

The American Cycle Assn. presents the 5th ANNUAL
aca U.S. GRAND PRIX SUNDAY OCT. 20, 1968
NATIONAL CHAMPIONSHIP RACE
All Classes plus Sidecars and Production



WITH THIS AD 50¢ ADMISSION DISCOUNT
First Event 10:30 a.m. GEN AD. $2.50
Practice at 9:00 a.m. Children Free with Adults
Servicemen $1.00

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Published weekly except the first and last week of the calendar year by C&S Publishing Co., Post Office Box 498, Long Beach, California.

Second Class postage paid at Long Beach, Calif.

Editorial stories, cartoons, photos, etc. are welcomed and will be paid for upon publication (except press releases and "Voice" letters.) Addressed, stamped envelope assures return.

Single copy price. . . . . 25¢
Subscription: One year 2nd class Mail. $7.50

Advertising rates and circulation information will be sent upon request.

VOICES OF THE WEST

SIDEHACKERS LIKE T-TOWN

Due to the excellent hospitality, the free beer in wooden kegs (ever see a wooden beer keg?), and the good track, the Sidehack Assn. has voted to participate in the Oct. 20 TT at Tijuana.

This letter is to notify one and all of the classes the Assn. will participate in. We will enter the wheelie contest, beer drinking contest, of course the regular motos, and the special "Wrong-Way Corrigan" event. The last event will be started by the Assn's own starter. Due to the importance of the event he will be brought out of his cage, where he has been since the last T.T., to become accustomed to the fresh air and light of the sun.

It is hoped by the Assn. that all participants will view this as an invitation to come south of the border and drink beer from a wooden keg. (Ever see a wooden keg?)

VINCENT DAVIDSON
Sidehack Assn. Cooper

HATS OFF TO PAUL WILDE

Well it took 12 weeks for someone to beat Gary Bailey but facts are facts. Guess I'd better change the spark plug and scratch around in the ports a little bit, before the next race.

Oh! Just for the record (no offense) Mr. Capalite, it's a Van Tech Hodaka powered.

E.C. BIRT
Tuner
Lawndale, Calif.

ANOTHER VERSION

I just read the letter written by Mrs. Larry Verdoorn titled "Look Mommie, Crunch!" in the Oct. 31 paper.

I wonder if perhaps she was the same woman who turned her two small children loose unattended. They got into our purses and the only time she seemed to notice them was when she saw a motorcycle being pushed or ridden at a slow pace on the spectators' side. Our little girl remains with a sitter or in her playpen at the race track, because we believe motorcycles are for the races, not unattended children.

Perhaps if she wants to really do as she says, "watch and enjoy the race," she should emply a sitter.

FORA GLOVER
Thousand Oaks, Calif.

P.S. We enjoyed the race at Huntington Beach.

MORE ON TRAILBIKES

I think 40 or 50 miles is long enough for a trailbike to go. With two trailbike riders in our family it seems the longer the race the more it costs to keep them running. Besides, who can compete with tuned bikes that may cost as much as $1,000.

LEE ADAMS
Long Beach, Calif.

HOW ABOUT HALF AND HALF?

This note is to voice a "no" to trail bikes going the full distance in desert events.

To the few who want to go all the way I can understand their point, but to the many who really make the class it's too far.

Let the Experts go the distance and the Amateurs and Novices halfway. All may be happy this way.

MARVIN LE BLANC
Red Dots M.C.
Los Angeles, Calif.

("Desert Correspondent Dick Wright reports that he, too, has received seven letters, all regarding trailbike events remaining a fun class limited to a 50-mile maximum distance.")

LEAVE IT LIKE IT IS

Regarding trailbikes, we agree with Froelich. Let's leave it the way it is – separate start and shorter courses.

BROOKS FAMILY
#442 Nov.
#296m Nov.
#295m Nov.
Torrance, Calif.

SPRAYBERRY PROTEST

Knowing your reputation of fairness we felt sure you would want to be informed of an error, made by the Four Aces M.C. on the Huntington Beach 100cc Amateur race of Sept. 29, 1968, to your paper.

Enclosed is a copy of the letter written to the club. We were somewhat upset to read the Yamaha ad claiming the 1st place victory especially since we are sponsored by Kawasaki in Bakersfield. We looked silly coming home saying we won then reading Cycle News.

We would like to have a retraction printed in the results section to clear it with the riders. We know you try to be accurate in your reporting. If you would look at the results we weren't even listed in the results at all. This seems a shame since we won the race.

We have filed an official protest and have contacted Mr. Adams and Mr. Crook.

Thank you.

DAVID SPRAYBERRY
#21B Dist. 35
R.L. SPRAYBERRY
Bakersfield, Calif. 93306.

I DIDN'T CHEAT

To Lanny Lehigh:

If you are talking about the guy in the Checkers M.C., you're right. Except that after the race, I went up to the Shamrocks and disqualified myself. I hope this will show that Checkers don't cheat!

BOBBY EWING JR.
#880 "Checker"
Northridge, Calif.

OPEN LETTER TO DELEGATES

The following is an open letter to the District 37 Sports Committee and Delegates to the National Convention:

Dear Sirs:

You're to be congratulated for stepping up and accepting what is most probably a thankless job, for giving your time without monetary allowance and placing yourselves in a position to receive constant criticism. I wish this letter was only to convey thanks for a job well done, but like all representatives you'll probably receive few if any of that type no matter how good a job you do. Mine is no exception; it is to voice the following complaints in regard to desert competition:

1. The present point system leaves much too much to be desired. The numbers issued the first of the year do not necessarily depict the ability of the recipient.

An Amateur or Expert can finish after a Novice. The Novice may not receive any points while the Expert and Amateur receive as many as 40 or more points. Very seldom if ever will an Expert or Amateur not receive points if he finishes, even last overall!

I would recommend continuation of the present system for European scrambles and a new chart for hare and hound or hare scrambles. A chart with larger columns, and points issued by finishing position in division (ltwt., hvywt.), without regard to classification (Novice, Amateur, Expert).

2. Experts and Amateurs are constantly grumbling about the large number of trophies that are given to Novices, and the few to them. Yet, recently, transfer points have been increased twice to higher levels. If we lowered the number back to where it was, 21 for Novices, we would have more Amateurs and more trophies in that class (same is true for Expert class).

3. Let's keep "sportsman" events just that! No professionals, No money prizes.

JACK L. ROBEL
120 Borromeo
Placentia, Calif. 92803.

COOLEY'S COLUMN

By Wes Cooley

The views expressed in this column are those of the columnist and are not necessarily the opinions of this newspaper.

Equal space will be provided to those who wish to take issue with any or all of the statements in Cooley's column.
–The Publishers.

It looks as though we are beginning to get a few comments, good and bad, concerning our discussion of the Dirt Digger's annual grand prix. If we keep this up long enough, Don Kemp, Public Relations Director for the Dirt Diggers, will have achieved much more advertising than he has paid for. But, it makes for good copy, and since I have been involved with Don Kemp on other promotions, he'll try to keep this up for another two or three weeks. It's a funny thing, but neither the ACA nor MICUS has had any dealings with the Dirt Diggers since last year when they ran their 9th Grand Prix which was their last international moto-cross event. The comment in our column concerning this event was made primarily to inform some of the riders that they did not need an international license to compete, since we had had many inquiries from riders wishing to ride the international events. We are not making any further comments, other than the fact that it is not an international and they do not have an international sanction. Nor do we make any derogatory remarks concerning the Dirt Diggers Motorcycle Club. We have been to many of their events and we think they are as finely run as any other event in this area and they have fine members. We've only had a difference of opinion with some of their elected or self-appointed officials.

They have brought one of the largest motorcycling events to Southern California and we think it helps out motorcycling a great deal, but we also believe riders and spectators should be informed of the true facts – it is not an international event.

To answer some of Mr. Kemp's remarks in last week's publication, there had been some discussion between Mr. Edison Dye and the Dirt Diggers concerning participation of the international riders at Hopetown, but as far as we know this was only talk. At no time in the discussions was any official of the FIM or press or anyone else in any official capacity present, so comments made either by Mr. Dye or Don Kemp certainly cannot be substantiated, especially not after this period of time and all that has transpired. With regard to the Dirt Diggers applying for an FIM sanction, no official application was ever made to any of the MICUS affiliate clubs. Last year, the Dirt Diggers were a member of the ACA, but you will notice on their entry forms this year they had the AFM listed as an acceptable license and therefore we assume they are members of the AFM. Mr. Kemp is very much aware of the process used in order to obtain an FIM sanction. If they wanted an international sanction for 1968 they could have applied through the AFM who would have, in turn, applied to MICUS. MICUS does not issue sanctions to individual clubs but only to the four member associations. So, these letters which are available upon request (anyone can type a carbon and date it) certainly were never received by MICUS or, as far as we know, anyone else.

To clarify another point, regarding the international events to be held in this country between October 20th and December 8th, all promoters signed the same contract and all promoters paid exactly the same fee; no discrimination was made between any of the promoters. This contract would also have been available to the Dirt Diggers if they had wanted it when it was made available. We understand, and this is also rumor, that the Dirt Diggers did ask Mr. Dye for an international event after their fourth of July weekend event. We understand it was an excellent event and all of the hundreds of riders who participated had a wonderful time, except there were no spectators to speak of; so it must have been obvious even to the Dirt Diggers that the Europeans did bring a few spectators to Hopetown, to witness not only the Europeans but a lot of good American competitors as well.

I'm sure that past efforts of the Dirt Diggers have helped a great deal in furthering international moto-cross racing in this country, but so did a lot of other people all the way from Massachusetts to California. As far as any partiality being shown either to promoters or sporting clubs is concerned – none has been nor will be. Mr. Dye has put out a great deal of money to bring the Europeans to this country and it is only natural that he would try to recoup some of the expenses. With regard to the poor Dirt Diggers being a non-profit organization, I'll bet their annual gross income from the Hopetown event would make any organization, profit or non-profit, jump with glee.

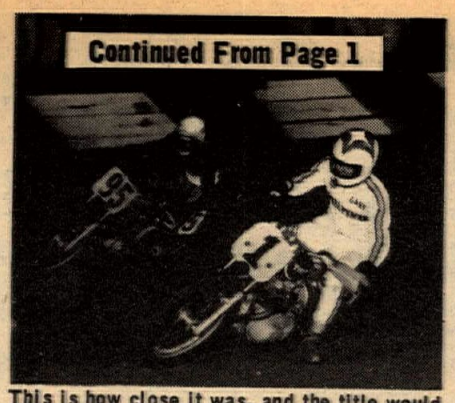
With regard to Mr. Kemp being ignorant of the FIM rules and regulations, this is certainly a humbleness on his part. Last year, when controversy came up about scoring, Mr. Kemp was more than willing to vocally expound his knowledge of the international rules and regulations, in fact so much so that he violated the regulations by awarding the prize money not to the winner, but to the individual finishing in second place over the protest of the official scorer and the FIM representative.

Now that this has been thoroughly hashed and rehashed and the sleeping dog has been awakened and, possibly, has died again, and you have as much lineage, advertising-wise, as you can get out of it, Don, let's forget it until we can go at it again next year. In the meantime, let's look at the legality of your advertising this event as an international; maybe one of us will get some satisfaction that way.

This coming weekend, October 20th, will see the 5th Annual USGP run at Willow Springs. There have been some outstanding entries received. Mike Duff, living in Southern California and working at Cycle World, was, at one time, the Canadian national champion and will be competing in the 350cc class on a Yamaha. Also competing will be Art Baumann and Ron Grant, two fellows who did very well in the AMA national road race circuit this year. The whole thing gets underway at 10:30 a.m., with the trophy presentation and awards immediately following the last event at the Player's Club in Rosamond. For any of you who would like to attend, the practice session will be on Saturday from 12:00 until 4:00 p.m. and there will be overnight camping at the raceway.

We have also received a request from the AFM for an international road race to be held on November 24th at Orange County International Raceway. So far, the international classes will be 250cc and 350cc and we are awaiting confirmation of the third class. We also hear rumors that there will be an international speedway star in the Los Angeles area some time the latter part of this month and there is the possibility that an international sanction will be requested to allow him to compete in one of the speedway events Saturday night at Whiteman Stadium. If the sanction is applied for, we will give you the information as soon as possible.

Continued From Page 1



This is how close it was, and the title would have gone to Nix but DeWayne Keeter and Gene Romero spoiled Fred's chances.

had nosed ahead of National Number One. Then up from fifth came Palmgren, taking over third on the final circuit and protecting his Triumph cohort from the advances of Phil Todd. Nixon was still in the running!

Glazed with excitement, thousands of eyes were on the 12-man field as starter Whitey Lyons dropped the flag for the start of the 8-Mile National.

After one lap Romero held a slim lead, closely tailed by Lawwill, Jones and Lacher. But on the second go-round Lawwill had built up a definite advantage. Lap three saw Jones unload without injury in the south turn, while Romero slipped to 6th one lap later. With five laps completed the standings were Lawwill, Lacher, Haaby, Nixon (up from 11th!), Nix, Keeter and Romero.

Front-running positions remained the same for some time, but as Mert increased his lead, desperate struggles took place behind him. Romero and Keeter were methodically threading their way through traffic – Gene getting by Nix on lap 11, Keeter passing them both by the 13th.

Keeter Thrills Crowd

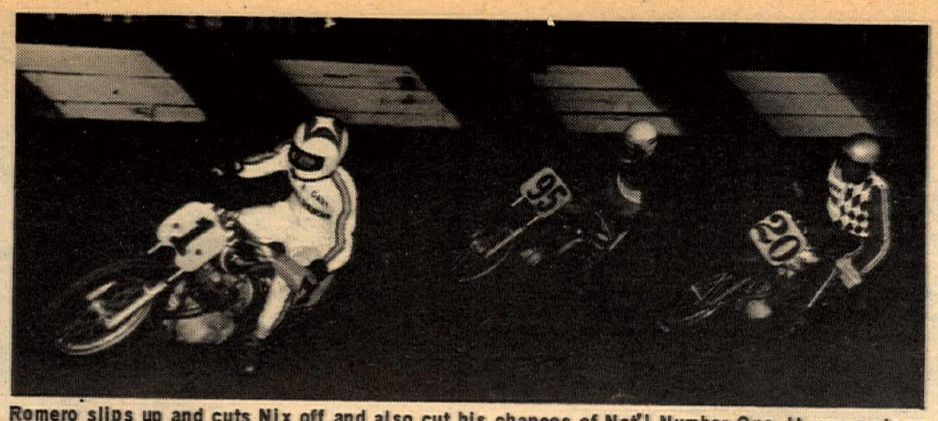
Then, as the crowd went wild trying to mentally figure the point gap, one of the greatest late-lap drives ever seen in Ascot history took place. Keeter, astride the Dick Kelm BSA, powered his way past Lacher, as did Nixon. With one lap to go, DeWayne exerted that last bit of effort and nailed Haaby for second – an almost unbelievable performance considering he worked from 10th place to do it.

The final rundown: Lawwill, Keeter, Haaby, Nixon, Lacher, Romero, Nix, Palmgren, Rayborn, Seabourne, Litch and non-finisher Jones. It was really hard to tell who was more jubilant: Lawwill, victorious 8-Mile Champion on his Dud Perkins-sponsored but self-tuned Harley-Davidson, or Nixon, once again National Number One by a mere nine points over Nix!

Nixon Nixes Nix

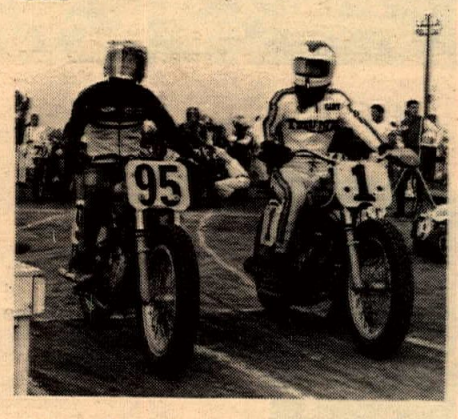
When asked what his pre-race strategy had been, Gary answered succinctly, "Go, blow, or put a hole in the fence."

Then he thanked everyone from the track maintenance crew to his 94-year-old grandfather, who along with numerous other relatives, was on hand for the glory night. Mert was equally gracious in giving credit to his sponsor for assistance through the years, and thus ended the most fantastic 8-Mile National and AMA point battle ever held.

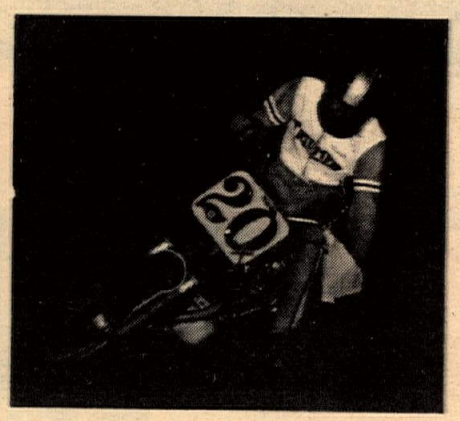


Romero slips up and cuts Nix off and also cut his chances of Nat'l Number One. It was a close one from wire to wire.

The winners: Mert Lawwill with a great ride (18); DeWayne Keeter (44x) had a fantastic ride to his best National showing, and Dan Haaby (22) and a great third with the throttle locked wide open.



In practice ... it was anybody's guess!



Tom Rockwood set a new record in the Amateur Main with a 6:24.58 for the seven miles aboard a Dudek Triumph.

Amateur Tom Rockwood set fast qualifying for the yellow platers as Mel Lacher set fast time for the Experts and a new 10-lap record to boot.

Start of the Amateur Main Event brought Mark Brelsford to the first turn lead, only to kill the fire in his Harley and let several contenders by before getting it to life again.

Rockwood Rocks Amateurs

Not all the action centered around the Experts, by a long shot. Plenty of attention was focused on the finest crop of Amateur class competitors to come along in several years.

Three riders had to be considered favorites before putting a wheel to the clay – Mark Brelsford, winner of half-a-dozen Nationals this season, Jim Rice, four-time yellow-plate National winner, and Tom Rockwood, second place finisher in four 1968 Championship events.

Heat races went to fastest qualifier Rockwood on the Joe Dudek Triumph, Brelsford on the Dud Perkins Harley, and Steve Pederson aboard Ernie Pico's mellow Velo. Rice finished second to Rockwood, Ascot Amateur point leader Don Harms (H-D) was runner up to Brelsford in the quickest preliminary event, and Royal Enfield rider Ted Yoder worked from mid-pack to second in Pederson's heat.

Thus the stage was set for a closely-matched Amateur 16-lap final. Into the lead shot Brelsford, ahead of Pederson, Rockwood and Alex Chinowski (BSA). Close behind were Harsm, Rice and Geezer Emick (BSA), who had earlier unloaded hard in his heat race but made it back for the restart and a transfer psotion.

Brelsford quickly gained half-a-straightaway on the field while two three-man battles were taking place behind him. Rockwood moved by Pederson for second on lap 7 and Rice got Emick on the 9th. Then, coming out of the north turn on lap 10, Brelsford's machine slowly drastically and appeared to have blown!

Brelsford In Trouble

Rockwood, Pederson, Chinowski, Rice and Emick all got by him before Mark's Harley picked up steam again. It had suffered a momentary "flameout," which occurs when a backfire causes gas to ignite in the air cleaner. After shutting off for a second, the fire went out and when Mark released the clutch, the machine took off once again. But too late. The nation's leading Amateur was able to pick off only Emick before the finish, which found a joyous Rockwood winning his first National event ahead of Pederson, Chinowski, Rice, Brelsford and Emick.

Tommy's time for the 7 miles was 6:24.58, a new track record, third to be set during the evening's festivities. Lacher had earlier broken the Expert 10-lap mark set by Markel in 1962, and Lawwill bettered Haaby's 20-lap clocking in winning the Expert final...fitting testimony to the excellent track conditions and full-bore competition that transpired throughout the evening – an evening that left spectators limp but tremendously satisfied at the skill and daring displayed by America's finest professional racers.

(Results on page 16)

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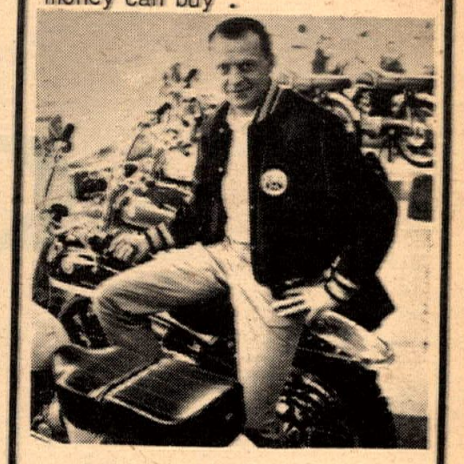

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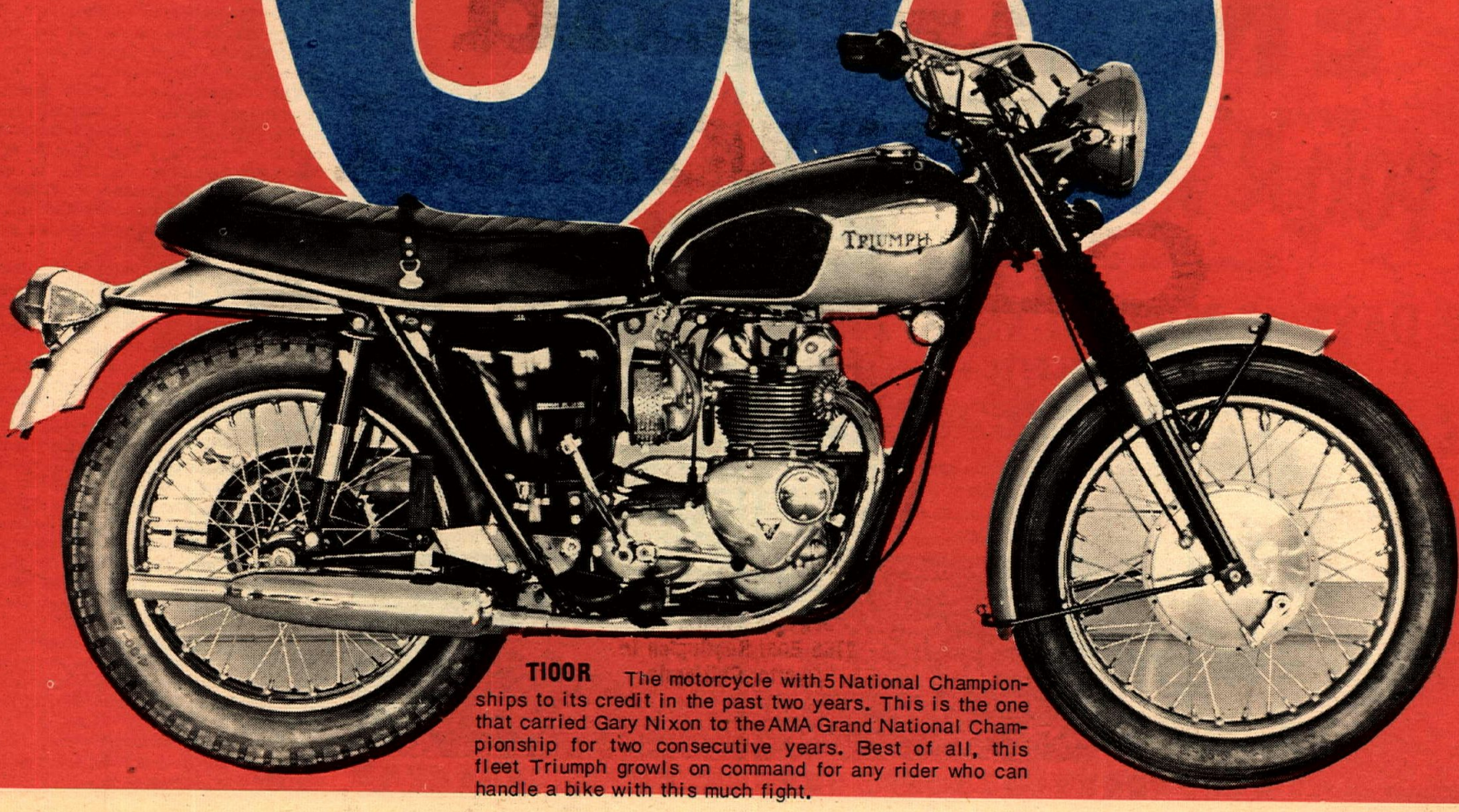
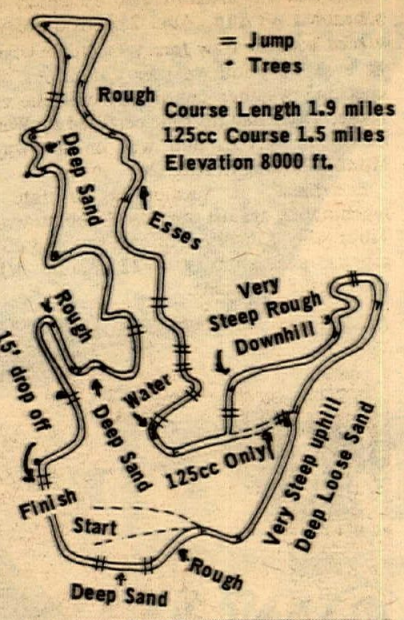


T100R The motorcycle with 5 National Championships to its credit in the past two years. This is the one that carried Gary Nixon to the AMA Grand National Championship for two consecutive years. Best of all, this fleet Triumph growls on command for any rider who can handle a bike with this much fight.

MAMMOTH MOTO-CROSS

Mammoth course offered a variety of terrain set against a beautiful backdrop of the High Sierras.



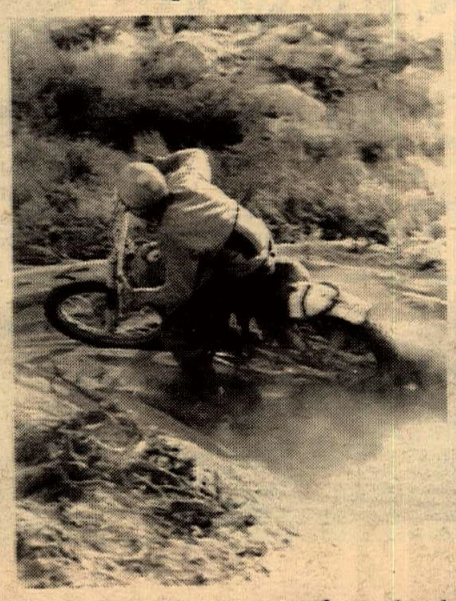
Photos by Bill Pettigrew & Bob Thure

By Bill Pettigrew

The High Sierra M.C. hosted 141 riders to their last moto-cross near Mammoth Lakes, California on the weekend of October 5 and 6. This number represents over twice the number of riders that attended the club's last event in July of this year. Spectators totalling close to 500 patronized this last October event and received some of the finest viewing of America's top moto-cross riders in action.

Saturday's activities started off with the 125cc Jr. class making a mad dash for the first corner located at the end of the uphill start. All thirty riders got through without a mishap and the SS Hodaka tuned by Tom Turner and ridden by Bill Pettigrew snatched the early lead with Bultaco mounted Bob Vacca in hot pursuit. Pettigrew was able to hold the lead over Vacca to win the first moto. The second moto was a photocopy of the first. The third and final moto saw Bob Vacca snatch the lead at the first turn and held it to the end with "Crash" Pettigrew taking a second and Jeff Creager pulling his super-fast Guazonni to a well earned third.

Next event was the 125 Sr. class and it turned out to be a real heartbreaker for Penton rider Gary Bailey. Bailey had snatched a great win in the first moto only to have engine failure while leading the second. Bultaco ace Jim Le Blanc took over where Bailey left off and copped



Tim Hart negotiates a 'sand-cup' turn aboard his 250cc CZ.

the overall win with Bill Gomen and his trusty Hodaka grabbing the second place $50 bill. Bailey still had enough points to copp third and $25.

Jim Wilson is now a Junior rider and he grabbed off both the 250 Jr. class and the 500 Jr. class without any problems what-so-ever. Jim will be moved up to Senior very soon and I predict that quite a few of the Sr. riders are in for a surprise. Jim is also the Southern California Trials Champion and it certainly shows in his style of moto-cross riding.

Sunday's 250 Sr. race was one of the finest events of the weekend, and the Husqvarna troops of Gary Conrad and Russ Darnell put on a great show. Between Conrad, Darnell and Montesa mounted Ron Nelson there were no slack moments. Conrad snatched the overall

Ron Nelson rode both the 250cc and 500cc Sr. classes and walked away with $150 for the weekend.

win riding like we haven't seen him ride in a long time. Darnell and Nelson tied for second and each took home $50 for their efforts. Max Switzer aboard his ever faithful Greeves and Husky mounted Bob Kulek also tied for third. The club also came up with the extra money for this tie too and both riders made off with $25.

Ron Nelson, who rode both the 250 Sr. class and the 500 Sr., snatched top honors in the 500 Sr. aboard the super-hot 360cc Montesa Cappra. Nelson and Husky rider J.N. Roberts make it a real show for the spectators as they left the pack and had their own little duel around the demanding Mammoth course. Nelson grabbed off firsts in the first two motos and laid back in the third as J.N. Roberts snatched the last moto. Nelson got the overall decision with J.N. in second and Gary Bailey and Gene Cannady tieing for third place money. Bailey had problems with the exhaust system in the second moto and had to retire to the pits for a quick fix-it job, and thus lost precious time.

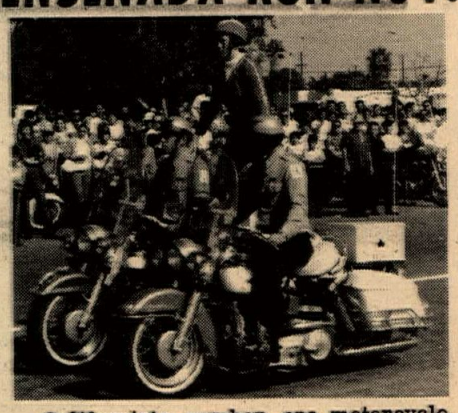
Jim Wilson snatched top brass in both the 250 Jr. and 500 Jr. classes.

Gary Conrad (Hus.) is shown here leading Russ Darnell also Husky mounted. Gary copped first in the 250cc Sr. with Russ tieing for second with Ron Nelson (Montesa).

The Sidehacks were out for the run and added to the excitement of the day's racing with their rather peculiar way of taking jumps. Bultaco team of Jim Le Blanc and Bob Vacca snatched the top brass.

With the feel of the crisp clean air (highly unusual for the southlanders) and the great scenery in and around the track it made for a great weekend of racing. The High Sierra M.C. is to be congratulated for putting on another great event and we can hardly wait for the "spring thaw" for another jaunt to the races at Mammoth Lakes, California. Rumor is that there might be a chance of an International Moto-Cross in that area in the future – GREAT.

ACE OF CLUBS TO PERFORM ON ENSENADA RUN NOV.



California's number one motorcycle road club, the Ace of Clubs, will give a thrilling precision stunt riding performance in the plaza of Ensenada, Baja California as the climax of the annual Ensenada El Tour Grande set for the first weekend in November.

The 7-man, 2-girl stunt team, all mounted on Harley 74's, specialize in the close, high-speed, precision maneuvers that are becoming a lost art in the world. Narrowly avoiding collision at every moment of the 15-minute show, the team more than merits the overwhelming applause that they always receive at the end of each performance.

In addition to entertaining, the club will again be co-sponsors of the 3rd annual Ensenada Poker Run and Bike Beauty Contest, along with this newspaper and the Mexico Dept. of Tourism.

The Bike Beauty Contest is unique in that three local Mexican dignitaries will select the winning cycles on the sole basis of what appeals to them.

Saturday at 9 a.m. the Poker Run will begin at the Baja Calif. border crossing near Tijuana. The first check point closes at 1 p.m. Saturday at 3:30 p.m. the lineup for the bike judging begins, at the same place in Ensenada as last year.

Cyclists are invited to enjoy the entertainment of Ensenada night life that evening... an inexpensive way to have a ball!

Sunday at 9:30 a.m. the parade, led by the Ace of Clubs, lines up at the same site as the Beauty Contest and concludes at the main park, where the drill team will entertain.

Trophies will be awarded at the end of the performance and riders will be heading home by Sunday noon.

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Name _____ *age* ___ *Address* _____ *City* _____

State _____ *I will ride a* _____ *motorcycle a total distance of* ___ *miles to starting place at Tijuana,*

I hereby agree to abide by the rules of the tour and to obey the laws of Mexico while I am in her boundaries. And I further agree to hold blameless the sponsors, owners, promoters, lessees and tenants of the premises for any loss or injury to myself or my property in which I may become involved by reason of my voluntary participation in this contest. I enclose $2.50 for one pre-entry card. Please send complete information by return mail.

HAVE YOU READ THIS ENTRY BLANK? (please answer YES or NO) _____

MAIL TO – Cycle News GRAND M/C TOUR, Box 498, Long Beach, California

entry signature: _____

CAUTION: Parents must co-sign if rider is under 21 years of age

Parents signature _____

☐ *Check here if you want 2-day insurance on your cycle while you are in Baja California. Cost is $3.25 per motor. Enclose check or Money Order. Add license number of your motorcycle here* _____

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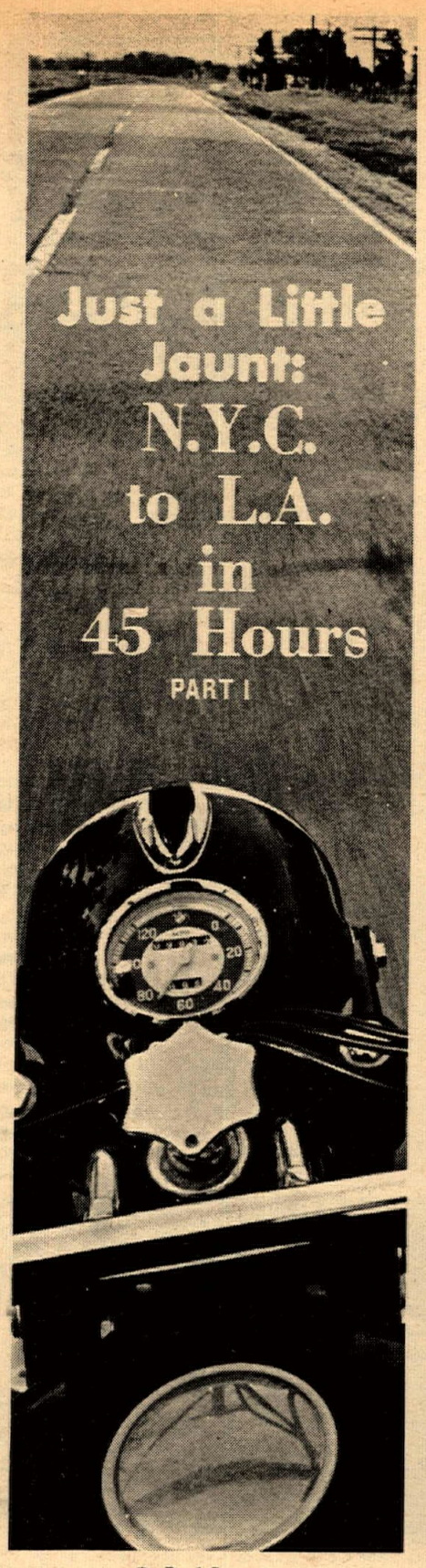


Just a Little Jaunt: N.Y.C. to L.A. in 45 Hours

PART I

By Paul Cosner
Photos by Frank Mayer

If you place your trust in tunesmiths you might as well belive that it's still a long, long, way to Tipperary. But for those who place their faith in the opposed-twins from Munich, the 3000 miles that separates New York City from Los Angeles, California, has been rapidly shrinking. As a matter of fact, Tibor Sarossy of Fairview Park, Ohio, is positively convinced that the average rider, on an average BMW can make such a trip any week-end with time to spare.

NO HOT AIR

Not one to make idle boasts, Tibor, a 22-year-old engineering student at Ohio State University, recently hopped aboard his 1967 BMW R-69S in New York City, idly glanced at his odometer, which already registered 2,000 miles, pointed his Earles forks in the general direction of Los Angeles and surged off in a great rush.

On Aug. 28, exactly 45 hours and 41 minutes later, a haggard but unbowed Sarossy clocked in at the L.A. Western Union office thus becoming the third Ohioan to hold the cross-country record. John Penton, the previous solo record holder, made the trip in 52 hours and 11 minutes in 1959 on a BMW R-69S and his brother Ted, along with Bill Cleaver, set the side-car record in 1966, also with an R-69S, at 60 hours and 49 minutes.

5 YEARS IN PLANNING

Why did Tibor decide to attempt such a man and machine destroying task? "I wanted to prove that the old record could be broken and I wanted to do it on an average, used BMW", he says.

Being an engineering student he set about his task with commendable thoroughness. "I have been training for this attempt for five years", Sarossy said. "I have driven my cycle twice to Florida and back, twice to New York City and back and almost every week-end I drive the 260 mile round-trip between Columbus and Cleveland."

The BMW was the third he has owned and Sarossy is adamant in insisting that no other motorcycle is capable of maintaining such a grueling pace for such an extended period of time. "Nothing but a BMW could make it through the heat of the Mohave desert at the speed I was traveling. I also can't imagine anything but a BMW holding together at the consistent 100 mph speed I maintained through the midwest," he said.

The only modifications to Tibor's machine was a larger 4-quart oil pan (designed and built by the Penton brothers) and two 5-gallon army surplus gas cans which he converted into auxiliary fuel tanks. The auxiliary tanks, along with his stock 6½ gallon tank, gave him a range of 900 miles between gas stops.

Averaging 60 mpg, he stopped 4 times for gas and was forced to stop 4 more times for bad weather along the route.

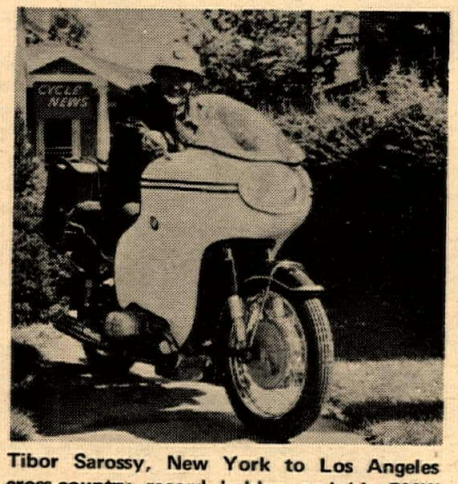
Sarossy credits the Glaser fairing on his machine as a major factor in his success." By reducing wind buffeting I did not become fatigued as quickly," he said. The Glaser fairing (which is not available in this country) is unique in that the windscreen is fully adjustable for height.

Tibor's confidence in German craftsmanship was borne out by his trip to L.A. and back. Not expecting any trouble, he only took $100.00 with him. The only mechanical problem that developed was a worn out vibration damper element, which was supposed to be replaced at 4000 mile intervals, anyway. When he returned to Ohio the engine was still purring like a well-muffled kitten, even after 5000 miles of torture, and he hadn't even changed plugs!

ROAR OF SILENCE

The record attempt had originally been scheduled for Sun., Aug. 25, but Sarossy was turned back by New Jersey Turnpike Officials because of poor weather conditions. After checking weather conditions over the entire route, Tibor had his time certified by Western Union in N.Y.C. and was on his way by Monday Midnight, Aug. 26.

But, alas, it seemed as if fate was machinating against our boy. Unbeknownst to Tibor the Lincoln Tunnel was closed for repairs, neccessitating a 22 minute detour, right at the beginning.



Tibor Sarossy, New York to Los Angeles cross-country record holder, and his BMW R-69S. Note special 4-gallon oil sump, Glaser fairing and army surplus gas cans that served as a ten gallon auxiliary fuel supply.

His route, which he completely reconnoitered by car in July, was the Lincoln Tunnel to the New Jersey Turnpike, then the Pennsylvania Turnpike to Interestate 70, which would take him to St. Louis, where he could catch Route 66 for Los Angeles. This was approximately 300 miles shorter than the route used by the Pentons, due to the completion of several new sections of Interstate freeways and bypasses.

Instead of losing heart over this delay Sarossy cracked the throttle on his Teutonic juggernaut and made up the time on the New Jersey and Pennsylvania Turnpikes. On Interstate 70, through West Virginia, Ohio and Indiana he averaged a steady 100 mph. He did, however, slacken his pace to 60 mph in Columbus, Ohio, so that a friend, Charles Linak, who was also riding an R-69S, could pass him hot coffee, which he drank from the thermos as he rode. Linak kept him company until Indianapolis, Ind., where he turned back.

HARD RAINS GONNA FALL

From Indianapolis to Oklahoma Sarossy's luck held and he had beautiful weather. As soon as he crossed the Oklahoma border though, the rains came. He pulled the BMW under a bridge for 20 minutes hoping that the rain would stop, since visibility was practically nil. "I had been riding for 20 hours so far and had maintained a 75 mph average, but the rain was very discouraging," he said. "I decided to shove on anyway but the rain got even worse and I was forced to stop at a gas station for another 20 minutes".

PART II
CONTINUED NEXT WEEK

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DIST. 37 SPORTS COMMITTEE MEETING

By Maureen Lee

There were 32 clubs present for the October meeting of the District 37 Sports Committee with President Ron Sloan in the chair.

Main business for the evening was the opening of the calendar for next years events and the first round in the nomination of officers and competition committeemen.

Nominated for office or president were Mike Hinshaw, Dave Lewis and Ben Bok; for Vice-President Ron Sloan, Jack Hurley and Mike Hinshaw; for Secretary-Treasurer Bill Adams; for Recording Secretary Maureen Lee. Proposed competition committeemen are George Zuber, Clarence Willis, Floyd Lewis, Ben Bob, Bob Hayes, Dick Kouns, Sam Crooks, Bruce Llewellyn, Cal Makella, Jack Hurley, Dave Lewis, Eulene Long, and Gary Weber.

President Ron Sloan said that the Department of the Interior is still checking over the use of the desert by motorcycles and that they would be present at the Cactus Derby. He asked for full cooperation by all who ride the desert as the Department is considering of limiting desert events to the Stoddard Wells and Lucerne Valley area. To retain full use as we have now we must all pull together and work with them.

Letters were read regarding the loss of point runs for 1969 by Pasadena M.C., the Jack Rabbits and the Hilltoppers but no action was taken by the body.

There was more discussion on the continuing use of the helicopter at desert events. This apparently has not worked out as well as hoped although in certain instances it worked perfectly getting injured riders hospital care quicker than by ground vehicle. However, it is the Rescue Three group who have been giving most of the aid and the clubs will eventually have to decide what they want to do. Rescue Three provides their services free but several clubs have already donated money to them including the Spokebenders who gave $150. All this goes back into buying better equipment for the unit.

Nominations will re-open at the next meeting and the bid board for 1969 will be up again at the Poplar Street Playground, November 7th.

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ACA Moto-Cross
Saddleback Park – Oct. 13, 1968
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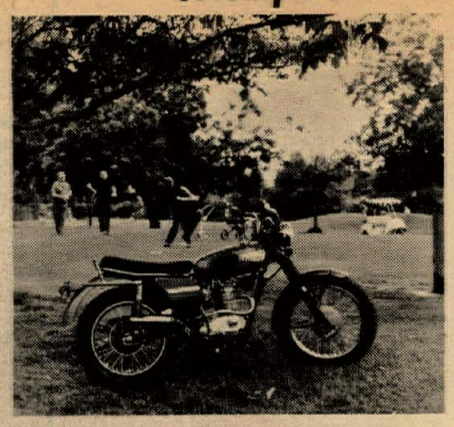
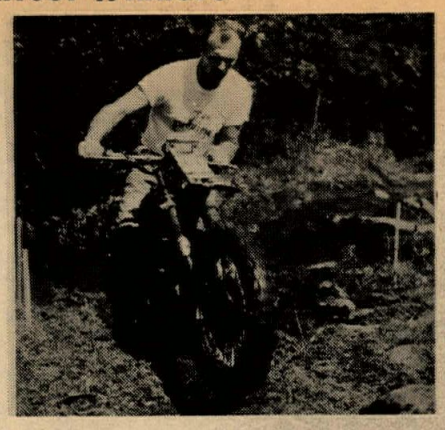
Triumph Photo Contest Winners





A handsome golf participation shot in full color won first prize of $50.00 for Professional photographer Stuart Land. William Blakeslee tied for first with a sensational "at speed" shot. Colorful motorcycling featured Dave Wallace's concentrated Enduro action which took first prize in the Amateur class. Both major category winners received a $50.00 prize and many participants joined in prizes ranging down to $10.00 for honorable mention. Triumph plans to repeat the successful contest next summer.

These pictures were worth $50 each to Triumph Photo Contest winners.

Mashburn Upsets Experts at Ascot Short Track

Photos by Dennis Greene

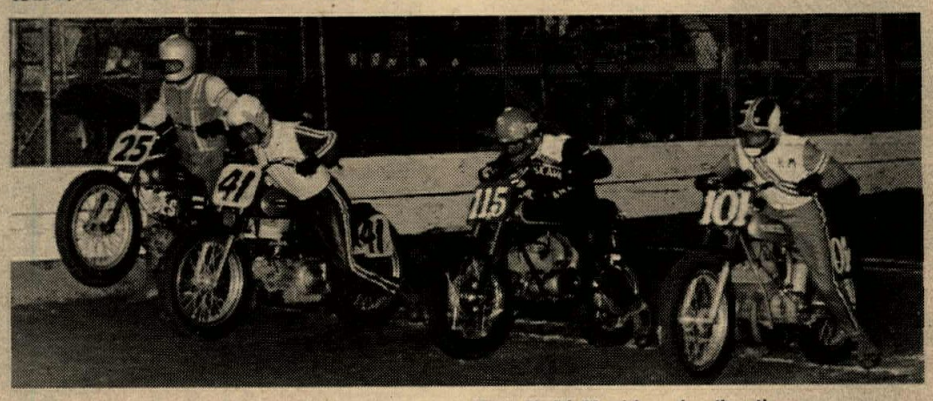
GARDENA, Cal., Oct. 11 – What happens when you mix Novice, Amateur and Expert half-milers together and pit them against each other on neutral ground? The answer at Friday night's first Ascot night quarter-mile short track was that the Novice riders put down their big brothers harder than hard.

A last minute switch found the night before the 8-Mile National hosting a Class C short track instead of a Novice-only half-mile as has been the policy for so many years.

Novices Sweep Program

The Novices rode like this made them mad and from a total of 15 events with all classes racing together came 9 Novice victories over the Experts and Amateurs! Four of these wins were Novice Keith Mashburn's as he and his Yamaha scored the sweep in the qualification heat, regulation heat, Trophy Dash and finally the 15-lap Main Event. Experts such as Cal Rayborn, Ralph White, Sid Carlson, Jim McMurren, Dallas Baker, Eddie Wirth and many others had to look at the rear wheel of green plate riders most of the night.

Novice Dave Aldana teamed with Mashburn and the two set sail through the Expert and Amateur ranks like the Kansas Locust. Each rider won two heat races before running one-two in the Trophy Dash ahead of Amateur Bill Cody and Expert, Rayborn. Aldana then had troubles getting his engine started for the final and time ran out before he could get underway. So Mashburn carried the load by himself and led from start to finish.



Combined Novice, Amateur, Expert Trophy Dash finds Keith Mashburn leading the way.

Mashburn looks, nobody there!

Short Track Switch

Ascot's top Novice won with room to spare but will have to back it up this Friday night when the riders return to the quarter-mile under the lights for the second time. The short course for the AMA riders and machines has been run on a few occasions in the past but always in the daylight hours. The night course proved to be the best of any short track racing that has been held at Ascot at anytime.

It was the largest payday for Mashburn who took home over $200.00 and a trophy for his first night of running against the Experts. It also ran his short track streak to eight straight without a loss as he swept the field at Lancaster for four wins last August.

Short track racing under the AMA banner now replaces the half-mile at Ascot for the next few weeks. The final half-mile, for the 1968 State Championship, will be announced in Cycle News in the near future.

(Results on page 16)

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Hilltoppers Continue the Experiment

Story and Photos by Maureen Lee

PERRIS, Cal., Oct. 13 – Continuing the experiment to upgrade District 37 scrambles the Hilltoppers tried the mass start idea again Sunday and it was GROOVY! Not only that, they ran the track backwards and that was SUPER-GROOVY! Actually, Perris is maybe better ridden backwards than it is forwards and we're all for the idea that every month one club hosting a run there does this. But back to the Hilltoppers.

Each class ran a full fifteen laps on the long course. There were no big practice sessions which eliminated the hassles of latecomers getting none or Sneaky-Petes' ending up with four practices and others only one. Instead the club gave several laps of practice at the start of each event. You rode out to the line, where checkers made sure you were tech.-inspected and belonged in that race, then practiced, returning straight to the ready line and then off you went for your fifteen laps.

Combined 50cc and Powder Puff Main takes off in reverse direction at Perris. #20x Frank Mc Dowell (far left on a Honda) finished 4th.

Racing Action

That was quite a field of Powder Puff riders and 50's...20 of 'em and they all had a ball with Steve Nichols (Yamaha) winning overall...the 50's don't mind running with the ladies but quite a few of them and the gals agreed that the gals would have been better on the back row instead of the front at the start...Kirk McDowell riding three classes with a broken swinging arm in the first and being almost left behind in the 250... some of the guys were arguing that the Experts should start in row three and Kirk had it in neutral while this was going on and the starter dropped the flag!

Anyone else notice the spectacular up on the hill in the 100 Novice?...one young Novice over-cooked it and couldn't make the next right-hander, going off the course, over the boulders where he and bike parted company each partially orbitting and then coming back to earth together...rider walked away but was very wobbly...young Loyal Walker on a Yamaha wearing those sharp Team K & N leathers leading the 250 Novices all the way then dropping it on the last turn before he got the checker but he still managed to get second along with a first 200cc Novice win on a Bultaco...the combination of Danny Carleton and Ossa socking it to 'em in the 250 Amateur-Expert go building up a great lead over second place Gary Scott (Yamaha) but Scott already had a win in the 100 Expert class (and 15 laps) under his belt.

The Maicos doing so well in the 350-500 class with John Rice (Honda) taking the overall win but it was Amateur Jim McClurg in second...he couldn't catch up to John but he didn't lose any ground either and C.H. Wheat (Maico) ended up first 500 Expert with BSA-mounted Don Ogilvie (and only two gears) working behind him...the lead Open Novice Jim Maupin and friend Triumph built up... he'll be an unwelcome addition to the Open Amateur class...he goes!...wonder how many of the Open Novices know that #74 John Kavanaugh is also one great trails rider besides being a good scrambler...despite a trip into the pits Sunday he worked back up into the pack before the flag fell.

Second spot behind Greeves rider Dan Carleton in the 250cc Amateur/Expert Main went to Vincent Graves (Yamaha).

The Open Amateur-Expert class was a goody...quite a few people thought it was Ben Fakkeldy in the lead but it wasn't... Terry Dorsch really got out in front but Ben hung on to second in spite of going flopsville in the teacup turn...Mike Van Aker made two tours into the pits, once with a header that came unglued and then a loose wire, but he still had a line through the rock turn that others in his class should study, full throttle all the way with no loss of time and traction being spent in slides...and he finished the race...our "hero" for the day?...has to be Charles Summers in the 50 Novice class...his grandfather, California Gopher Alvin Summers brings him out to the races plus weekly trips to Ascot and 8-year-old Charles goes very well indeed ...from such stuff are future National Champions made!

Kirk McDowell (1x) was one of the day's busiest riders, competing in three separate classes.

The Hilltoppers presented a very well run scrambles (more on the subject in Scramblin' Around) and everyone enjoyed it, especially leaving for home about 4 o'clock. And no one could say they didn't get enough riding!

(Results Next Week)

Rick Woods - New U.S. Speedway King

By John A. Grout
Photo by Dennis Greene

PACOIMA, Cal., Oct. 11 – In a spirit-stirring night of thirty-foot rooster tails sailing into the night air, the cream of American speedway racers met at Whiteman Stadium, resulting in the 1968 Sovereign, the new Champion of the United States – a young sensation named Rick Woods.

Rick Woods, the same young man who found himself locked in a tie the week before for the Point Championship at Trojan Speedway in South Gate, only to be deprived of that Crown in the last race on the last night, got his retribution just one week later.

Woods zipped into an early lead, then turned back the repeated bids of Sonny Nutter, Jack O'Brien (the point leader), Elliott Schultz, Larry Heinselman, and another young sensation, Steve Bast. In some of the best action ever seen at Whiteman, Rick, with his lock to lock, full-wick power slides, was a nervy, deserving winner.

Woods Versus Mauger

After receiving the United States Championship Trophy from lovely Gail Ellwood, Woods was informed he would have to face the Current World Speedway King, Ivan Mauger, in some special events on Saturday night, October 26 at Whiteman Stadium. Sound exciting? It should, because some of the European riders, including World Champ Mauger, have a nerve-destroying method of sliding through the corners with both feet on their riding pegs!

Rick Woods, by virtue of winning Whiteman Class A Speedway Championship, will do battle with World Champ Ivan Mauger.

In the team racing events, the Valley Red Devils, led by the three straight wins of Nutter, who yanked the carpet from under the Pasadena Pounders in an eight-event card. The final score: Valley, 35, Pounders, 15.

The non-team events saw Nutter tearing apart the first Semi field of Jim Doron, O'Brien, Schultz and Johnny "Wheelie" Carter. In the second Semi, it was Steve Bast and Larry Heinselman, putting on a really good show. They were less than two feet apart for the entire trip and, in the drag right down to the wire, Bast won by about three and a half inches!

The third Semi fell to Rick Woods when he dismantled the crew of Hateley, Mike Konle, Jay Carter and Hawley.

The Trophy Dash was a real slip and slider. But it was never in doubt, as Woods staved off Hateley, Carter and DeWayne "Skeeter" Keeter – all the way!

In the "B" Main Event, Mike Bast took the measure of Schultz, O'Brien and "Wild" Bill Todd. The "A" Main went to Steve Bast as he handed Woods one of his only losses of the night. In third spot was Nutter, followed by Hateley.

Thus ended a fantastic evening of wide-open racing. And everyone is invited out to Whiteman this Saturday as U.S. Speedway Champ Rick Woods prepares for his conflict with Ivan Mauger.

(Results on page 16)

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NOV. 30 & DEC. 1

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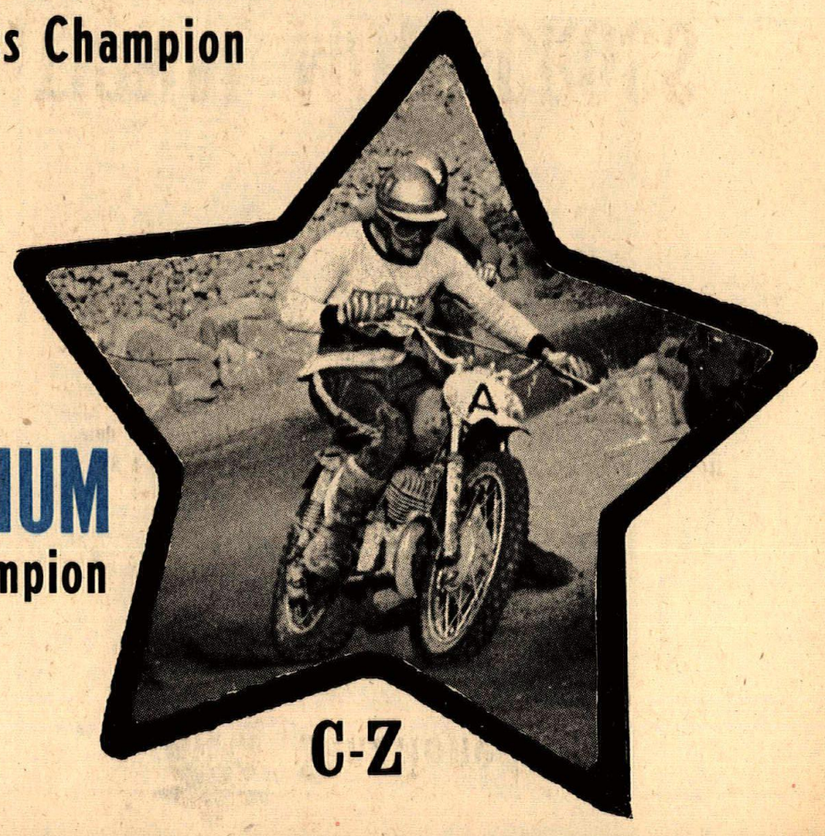

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PIERRE KARSMAKER-Holland
BENGT ALBERG-Sweden
ADOLPH WEILS-Germany

Hosaka Takes T-Town TT

Story and Photo by Bill Harmer

TIJUANA, Mexico, Oct. 6 – A sparsely attended but beautifully dispatched and hotly contested TT program was highlighted by the masterful riding of Wayne Hosaka in the Open Expert victory at the Autodromo de Tijuana. Hosaka, riding Mike Garrett's BSA Gold Star, got off the line in last position in each moto but had no real trouble working through traffic to overtake early leaders Jim Harmon who was piloting Earl Roloff's big Norton and Kawasaki-mounted Vic Hannan, for an easy win.

The 100cc Experts attracted the interest of fans because two young District 38 favorites, 16-year-old Wayne Clarke and 11-year-old Earl Roloff Jr. who recently raced hub-to-hub for 30 laps in the 100cc Gran Prix, were competing for the first time as Experts. After two of three motos, the point spread was so close that any of the three leaders were possible victors. The final heat saw a renewal of the wheel-to-wheel battle between Roloff and Clarke with number 2 plate holder Jim Dunn in close pursuit. On the final lap, Hodaka-mounted Clarke overextended himself in trying to pass Roloff (Yamaha) on the outside and almost lost it, allowing little Earl to go ahead for the win. Dunn's Bridgestone captured a close third.

Sal Peluso, a most promising District 38 100cc Novice rider, rode his Yamaha to victory followed by Hodaka pilot Ray Frank. Rich Ribley displayed greatly improved riding by capturing third on the only four-stroke to show any speed, a Garelli.

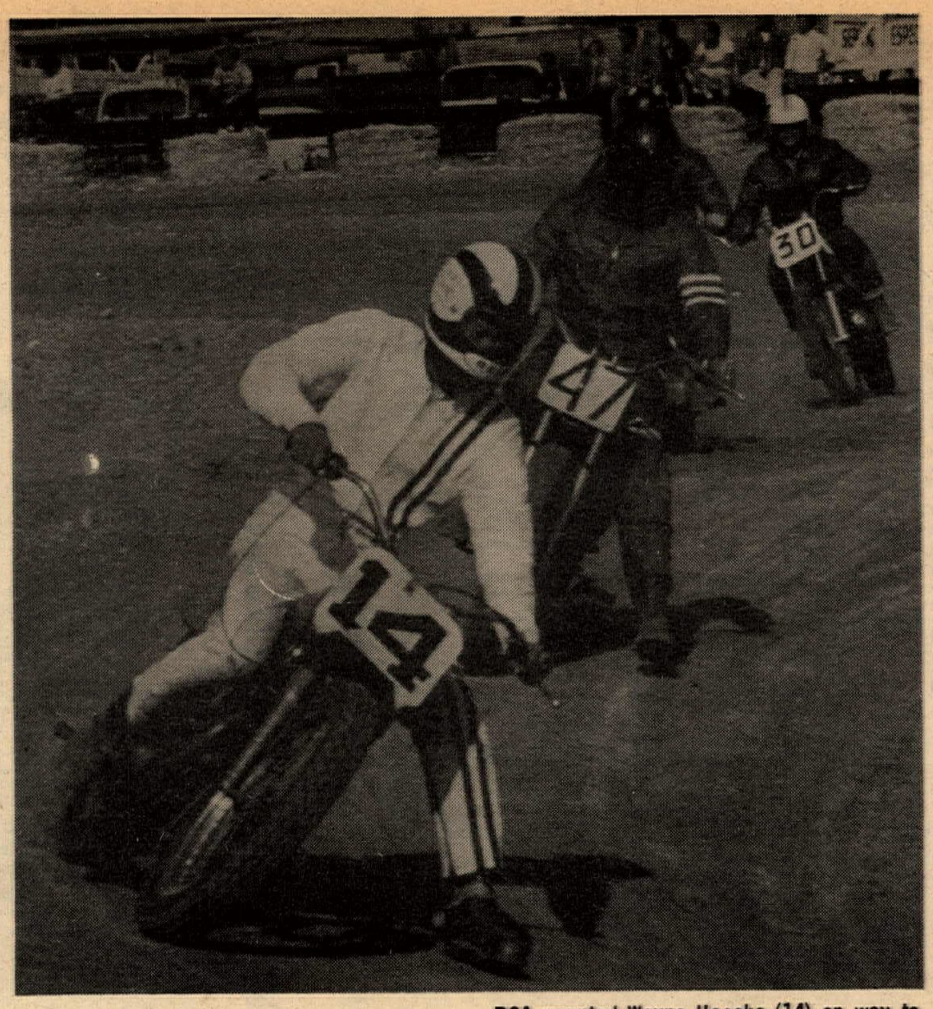
Clarke In Command

The closely contested 250cc fracas was dominated by Kawasaki-mounted Wayne Clarke, who entered every event on the program, winning five out of the six and finishing second in one event. An outstanding performance for a lad on his first day as an Expert. Kawasaki pilot Vic Hannan and Bultaco-mounted Gary Gilmore battled it out for second with Hannon showing a slight advantage. Gilmore, however, has not yet been advanced to Expert status.

Tim Leque led all three 500cc motos from flag to flag but won the 2nd moto by a photo finish over his buddy, Gary Gilmore. Both boys were riding Bultacos. Don Danner, riding Vic Hannan's Kawasaki took third.

Wayne Clarke, riding a 180 Yamaha, made easy work of the 200cc event. Mick Chiara rode faultlessly to capture second on Mike Garrett's Garelli and Neil Hereth piloted his Honda to third.

Kawasaki-mounted Wayne Clarke beat out Bill Bartels (H-D Sprint) to win the Open Novice altercation. Local favorite Carlos Iribe of Tijuana rode the Imperial "Breed" Triumph to an impressive third.



BSA-mounted Wayne Hosaka (14) on way to victory in Open Expert class, here leading #47 Vic Hannan (Kawasaki).

Just before the running of the Open Expert race Sr. Iribe got on the P.A. and announced that there would be two added races with two trophies in each event and no extra registration fee. A 15-lap Sweepstakes for bikes up to 200cc's and another for machines from 250cc's to Open. Riding the same 180cc Yamaha that won the 200cc races earlier, Wayne Clarke captured the first trophy and Jim Grace (Honda) the second.

Wayne Clarke grabbed the big b'ke Sweeps riding a Kawasaki and Bultaco mounted Gary Gilmore pulled down second honors, with Bultaco pilot Bob Henry gaining third.

Tie In Points

Championship point standings for the Tijuana Motorcycle Association were announced, showing that Earl Roloff Jr. of San Diego and John Sprague of Long Beach were tied for first place with 50 points each. Wayne Clarke is third with 45 and Ward Ring fourth with 35. There were some protests because the leaders had points from more than one class in their total so it was decided, in fairness to all, that only the points of a rider's best class would count in the overall championship which includes an all-expense tour to a Mexican Resort City by air. A quick recount showed Roloff and Sprague still tied with 30 points each. The next TT program at Tijuana will be on Oct. 20.

(Results on page 16)

Some Like it Long and Hard

IRVINE, Cal., Oct. 6, 1968 – The San Clemente J.C.'s sponsored Grand Prix Moto-Cross at Saddleback Park held lots of action for those who turned out for a day of racing on the rough Moto-Cross course, and 45 min. proved plenty rough, with John DeSoto (Montesa) leading the list of winners. John proved too much for Chuck Minert (BSA), early leader, in the 500 Expert class. Walt Axthelm premiered the new 125cc Sachs in the winning way for the 0-200cc Experts. Greg Smith (Maico 250) won hands down in the 201-Open Novice event. Bob Maynard (Maico) owner of Orange Co. Cycle, took the 201-360 Amateur go but not without a real battle from Husky rider Tom Muto who led for six laps after passing Bob. The 0-200 Novice class proved to be Hodaka territory with Tillson Shumate taking the win in a class almost dominated by the new 125cc machines.

First Race For J.C.'s

The J.C.'s did a fine job for a first effort and learned a lot in the process with more to come in the future. Those of you who won trophies can expect them in the mail in 2 to 3 weeks.

(Results on page 16)

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2nd Gary Bailey – Penton
3rd Don Rhodes – Bultaco

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DAHNERS BENEFIT SCRAMBLES

By Lloyd M. Allbee
Photos by Vic Ebbutt

ABOVE LEFT: Expert #57v Joe Dahners, the man severely injured at this year's Castle Rock TT National for whom the Greater Seattle M.C. presented their successful benefit scrambles. ABOVE: Two by two, over the jump in unison.

Mark Nimick (33) leads the hungry pack into the first turn of the 100cc Class A Main Event, which he won by mere inches over 15-year-old Bud Murphy.

SEATTLE, Wash., Sept. 29 – The weatherman could not have picked a better day for the Greater Seattle Motorcycle Club's Benefit Scrambles for Joe Dahners of Renton, Washington, who was injured seriously at the National TT at Castle Rock, Washington, in July.

Gordon Ochs of Seattle won the Open A Main, but had to work hard for it as Bill Noble was just inches behind all the way. The Open B Main was just as exciting, as Seattle's Tony Schatz also had to ride hard and fast for his first place win ahead of Steve Holton. Gary Regan took the Open Class C Main and Dave Furneners of Seattle took second place.

Of all the Main Events, the 250cc Class A Main was perhaps the most thrilling. Jim Einarsson from Shelton finally won after a see-saw battle with Gordon Ochs.

Jim Smith of Seattle took the 250cc B Main handily. John Wathers also from Seattle, coming from fifth position, worked his way up to take second. The 250cc C Main was won by Phil Lester from Seattle with Gary Brown from Tacoma in second.

Dave Fyler from Everett, riding his first event in over a year, won the 200cc A Main. Mark Niccoli from Kent, just inches behind, was second.

Dennis McCarthy from Seattle put on a fine show for the fans to win the 200cc B Main but close behind was Don Lopp from Tacoma. The 200cc Class C Main Event was won by Don Towne from Auburn. John Tom, only 17 years old, worked his way up from sixth place to the second place spot.

Mark Nimick from Puyallup, riding hard and fast, won the 100cc Class A Main and little 15-year-old Bud Murphy from Lester was just inches behind in second. The 100cc Class B Main Event was another exciting event with the lead changing four or five times between Bill Beuaart and Jim Thompson from Seattle. Beuaart finally took first place and went on to win. Fred Saunders from Kent won the 100cc Class C Main Event and Gary George from Tacoma took second.

Now a little about Joe Dahners for whom this Benefit Scrambles was run. Joe started riding in scrambles five years ago in and around the Greater Seattle area. He was always a fair and honest scrambles rider. Joe kept these qualities as he ventured into the professional racing game. He started out as a Novice rider, then into the Amateur class and from there the past two seasons an Expert rider. At the National TT Race at Castle Rock, Joe had a serious accident during practice and broke both legs.

Joe is the father of three children, the latest a three-week-old baby boy. Dahner's smile, good humor and fairness will be missed on the racing scene by just about everybody he knows.

ENDURO STANDINGS

Latest available Sportsman Enduro Standings (including the 150-mile Cuyuta Enduro on Sept. 15) show Bill Baird, Sterling, Ill., in firm control of first place with John Penton a very solid second. Standings: 1. Bill Baird, Sterling, Ill., 106 points; 2. John Penton, Amherst, O., 80 points; 3. Jack McLane, Port Huron, Mich., 34 points; 4. Robert Puckett, Bristol, Vir., 30 points; 5. John Young, Algonquin, Ill., 26 points; 6. Robert Agans, Galesburg, Ill., 20 points; 7. Robert Fusan, Glenshaw, Penn., 20 points; 8. Ray Kussnaul, Lansing, Mich., 20 points; 9. John Thomas, Columbus, O., 20 points.

The A.M.A. has not received official results from the Jack-Pine 500-Mile Enduro.

NEWS FROM NEVADA

By Shirley Fuller

LAS VEGAS, Nev., Sept. 28 & 29 – Well, the Silver Queens M.C. did it again. A full weekend of fun. Their field meet Saturday afternoon was full of laughter; for example, ever try to pitch horseshoes from a moving bike? Not many points gathered on that one. Then the day ended out at Craig Road Speedway for a full program of T.T. racing.

Sunday found everyone at Hemenway Campground, where two poker runs took off. One out in the desert for about 40 miles and the other for 150 miles through the beautiful Valley of Fire. Both runs ended up back at the campgrounds where trophies were given out. The long distance awards, male and female, went to Duane and Nadene Davidson of the Gypsy Wheels M.C. from Lancaster, Calif. Largest club, Mountain Pass M.C. The baldest rider, George Kelley, was also the oldest rider. Mrs. Kelley took the oldest female trophy but we'll not mention her age. In the Street Poker Run: Gloria Cox 1st; Paul Pfister 2nd; Roger Pfister, 3rd. On the dirt run: Doug Kick 1st; Keith Stevers, 2nd; Lee Mayse 3rd.

The run was really an enjoyable one. Watch the calendar of events for a T.T. race coming up in November, also sponsored by the Silver Queens M.C.

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RESULTS

(Continued From Last Week)

DIST. 37—TRAIL BIKE POINT STANDINGS—AS OF 9/21/68

Curr.Pt. Stand.	Name		Pts.
136.	W. Lindsay	Ex.	90
137.	B. Maynard	Am.	90
138.	J. Dannenberg	Nov.	90
139.	M. Adams	Nov.	90
140.	P. Henderson	Nov.	90
141.	R. Wright	Nov.	89
142.	J. Brickner	Nov.	88
143.	R. Niemann	Nov.	88
144.	A. W. Peppel	Nov.	87
145.	D. Garber	Nov.	86
146.	L. McClellan	Nov.	85
147.	D. Anselm	Ex.	85
148.	R. Devine	Nov.	84
149.	B. Dietz	Nov.	83
150.	J. Leary	Nov.	82
151.	T. Adams	Am.	81
152.	R. Paxton	Ex.	80
153.	B. Landefeld	Ex.	80
154.	W. Cashman	Nov.	80
155.	S. Staats	Nov.	80
156.	D. Grieve	Nov.	80
157.	R. Lewis	Nov.	79
158.	N. Benham	Ex.	77
159.	B. Gomen	Am.	76
160.	T. Ryan	Nov.	76

SADDLEBACK MOTO-CROSS
Irvine, Cal., Sun. 10-13-68

By Bob Thure

100cc SR.
1. Dan Etheridge Hod
2. Joe Bihari Zun

125 JR.
1. Ben Harwell —
2. Bruce Baron Bul
3. Chuck Pumfrey Bul

125 SR.
1. Ken Sparkman Pen

175 JR.
1. G.H. Lund Oss

100 JR.
1. Mike Runyard M-B
2. Steve Goldberg Hod
3. Don Emler Suz

250 JR.
1. Bill George Hus
2. Larry Shoemaker Bul
3. Burnie Presho Yam

OPEN SR.
1. Ken Sparkman Tri

250 SR.
1. Preston Petty Suz
2. Jeff Willis Oss
3. Arvin Cox Yam

500 JR.
1. Gary Wickam Bul
2. Larry Nolan Mai
3. J.D. Hart Mai

500 SR.
1. Chuck Minert BSA
2. Ray McCarty Mai
3. Andre Pillon Mat
4. Clues Nelson Mai

OPEN JR.
1. Curt Horst Tri
2. Jack Kell Tri
3. Jesse Goldberg Tri

CMC MOTO-CROSS
Carlsbad, Cal., Sun., Oct. 13, 1968

By Bill Pettigrew

125cc EXPERT
1. S. Scott Bul
2. B. Gomen Hod
3. R. Darnell Gua
4. R. Halworsen Hon
5. L. Peterson Sac

500cc EXPERT
1. J. Wilson Gre
2. M. Holliday Mai
3. L. Demas Bul
4. B. Jackson (tie) Gre
4. E. Barker (tie) Gre
5. G. Etheridge Mon

250cc JUNIOR
1. G. Smith Mai
2. C. Hollenbeck Bul
3. D. Ortega Hus
4. B. Brown Hus
5. M. Pera C-Z

250 EXPERT
1. R. Darnell Hus
2. L. Peterson C-Z
3. T. Hart C-Z
4. J. Bentley Hus
5. M. Freeney Gre

125cc JUNIOR
1. J. West Hod
2. J. Lewis Pen
3. B. Harber Pen
4. B. Urban Pen
5. M. Burton Pen
6. J. Creager Gua
7. B. Pettigrew Hod
8. D. Walker Pen
9. J. Rubcic Kaw
10. S. Paul Zun

500cc JUNIOR
1. B. Hager Mon
2. J. Hately C-Z
3. B. Campbell Tri
4. L. Walter Bul
5. M. Fox Mai
6. D. Rochlen Hus
7. R. Bunn C-Z
8. R. Clawson Hus
9. K. Seib C-Z
10. R. Farmer Mon

DIST. 37 LIGHTWEIGHT SCRAMBLES CLUB POINT STANDINGS
(As of Sept. 29, 1968)

1.	Lightweights	3914
2.	Powder Puff	2154
3.	Scramblers	1117
4.	O.C.M.C.	820
5.	Stumpjumpers	770
6.	Western Rams	638
7.	Barstow M.C.	530
8.	Royal Riders	322
9.	Prospectors	310
10.	Dirt Diggers	290
11.	Jackrabbits	237
12.	Hilltoppers	195
13.	Gripsters	188
14.	Calif. Gophers	129
15.	Simi Valley	101
16.	San Gabriel Valley	84
17.	Four Aces	72
18.	Perris Valley	70
19.	Southern California	54
20.	Shamrocks	40
21.	Spikebenders	40
22.	Sinners	33
23.	Viewfinders	31
24.	Dynamites	30
25.	S.B.V.M.C.	25
26.	Vegas Valley	25
27.	San Pedro	21
28.	Striped Crusaders	20
29.	Desert Phantoms	11
30.	Coachilla Valley	4
31.	Foothill Hawks	4

TIJUANA TT RACES
Tijuana, Mex., Sun., Oct. 6, 1968

By Bill Harmer

100cc NOVICE
1. Sal Peluso Yam
2. Ray Frank Hod
3. Rich Ribley Gar

100cc EXPERT
1. Earl Roloff Jr. Yam
2. Wayne Clarke Hod
3. Jim Dunn Bri

200cc NOV./Am./EX.
1. Wayne Clarke Yam
2. Mickey Chiara Gar
3. Neil Hereth Hon

250cc NOV./AM./EX.
1. Wayne Clarke Yam
2. Vic Hannan Kaw
3. Gary Gilmore Bul

500cc NOV./AM./EX.
1. Tim Leque Bul
2. Gary Gilmore Bul
3. Don Danner Kaw

OPEN NOVICE
1. Wayne Clarke Kaw
2. Bill Bartles H-D
3. Carlos Iribe Tri

OPEN EXPERT
1. Wayne Hosaka BSA
2. Jim Harmon Nor
3. Vic Hannan Kaw

0-200cc SWEEPSTAKES
1. Wayne Clarke Yam
2. Jim Grace Hod
3. Jim Dunn Bri

250-OPEN SWEEPSTAKES
1. Wayne Clarke Kaw
2. Gary Gilmore Bul
3. Bob Henry Bul

MARYSVILLE SCRAMBLES
Marysville, Cal., Sun., Sept. 29, 1968

By Dale McKinnon

100cc NOVICE
1. John Hargis Bri
2. Gary Lazano Suz
3. Bill Strange Suz

100 AMATEUR
1. Joe Allen Kaw
2. John Grant M-B
3. Deno Becker Kaw

200 CLASS
1. George Woods Bul
2. Johnnie Fite Bul
3. Pat Gourley Bul

250 NOVICE
1. Mike Woltkamp Kaw
2. Patrick McKee Bul
3. Jim Crenshaw Yam

200-250 AM./EX.
1. Tom Booth Bul
2. Merrill Beidleman Bul
3. Manfred Heyrend Yam

350 CLASS
1. Rick Graves BSA
2. Monte Gibson Hon
3. Jack Pine Hon

500 CLASS
1. Windy Foreman Hon
2. Mike Woltkamp CZ
3. Harry Pehkop BSA

650 NOVICE
1. John Abacherhi Tri
2. Larry Hansen Tri

650 AM./EX.
1. Jerry Philpott Tri
2. Steve Young CZ

CHOWCHILLA SCRAMBLES
Chowchilla, Cal., Sat., Sept. 28, 1968

By Jay York

100 NOV. MAIN
1. Roger Crain M-B
2. Joel Kreck M-B
3. W.L. Gregory M-B

100 AMATEUR
1. Harold Santora Hod
2. John Bijyeu Cim
3. Darrell Smith Bri

120 NOV./AM./EX.
1. Fred Gregory Am Bul
2. Mark Staab Nov Kaw

200 NOVICE
1. Bruce Davis Bul
2. Bob Foster Tri
3. Lee Rice Bul

250 NOVICE
1. Tom Jones Kaw
2. James Kettner Yam
3. Gary Chrisman Bul

250 AMATEUR
1. Ron Tobey Bri
2. Larry Rogers Yam
3. Steve Davis Bul
4. Tom Church Bul

250 EXPERT
1. Tim Thomas Bul
2. Tod Sloan Mon
3. Harvey Bakker Bul

350-500 NOVICE
1. Tony McDowell Tri
2. Dave Paulus BSA

500 AMATEUR
1. Bat Guano BSA
2. Gerald Creech Tri
3. Charles Rowen Tri

650 NOVICE
1. Larry Hansen Tri
2. Dale Arrant Tri

650 AMATEUR
1. Bill Lamb Tri
2. Darrell McCaulley BSA
3. Stan Nunes Tri

650 EXPERT
1. Mike Middleton Tri
2. Jim McCracken Tri
3. Carroll Jackson Tri

ASCOT 8-MILE NAT'L.
Gardena, Cal., Sat., Oct. 12, 1968

By Carol Sims

8-MILE EXPERT FINAL (20 Laps)
1. Mert Lawwill H-D
2. DeWayne Keeter BSA
3. Dan Haaby H-D
4. Gary Nixon Tri
5. Mel Lacher H-D
6. Gene Romero Tri
7. Fred Nix H-D
8. Chuck Palmgren Tri
9. Cal Rayborn H-D
10. Shorty Seabourne BSA
11. Clyde Litch Tri
12. Chuck Jones BSA*

Time: 7:52:91 (New track record)
* Did Not Finish

7-MILE AM. FINAL (16 Laps)
1. Tom Rockwood Tri
2. Steve Pederson Vel
3. Alex Chinowski BSA
4. Jim Rice BSA
5. Mark Brelsford H-D
6. Geezer Emick BSA
7. Don Harms H-D
8. Dave Smith Tri
9. Ted Yoder R-E

Time: 6:24.58 (New track record)

FINAL AMA NAT'L CHAMPIONSHIP 1968 POINT STANDINGS

1.	Gary Nixon	622 Pts.
2.	Fred Nix	613
3.	Cal Rayborn	553
4.	Bart Markel	519
5.	Mert Lawwill	465
6.	Dan Haaby	433
7.	Gene Romero	355
8.	Chuck Palmgren	295
9.	Dick Mann	292
10.	Buddy Elmore	164

SAN DIEGO COUNTY ROAD RIDERS ASSN. POINTS LIST (As of 10-7)

By Billie K. Sager

1.	Ken Ferguson	212 Pts.
2.	Ed Folkes	210
3.	Roger Melanson	209
4.	Ken Plickerd	207
5.	Darrel Weelborg	200
6.	Gene Lafferty	191
7.	Alfred Jackson	188
8.	Ralph Reeves	188
9.	Dunc Kelly	186
10.	John Bye	174
11.	Gabe Palmer	143
12.	Dean Weelborg	143
13.	Loren Phipps	142
14.	Harry Teachout	140
15.	Bob Warner	132

UNDER AGE 16

1.	Joe Melanson	156 Pts.
2.	David Lee	133
3.	Duane Lee	110
4.	Denise Lee	103
5.	Brian Wamer	25
6.	Angie Palmer	21

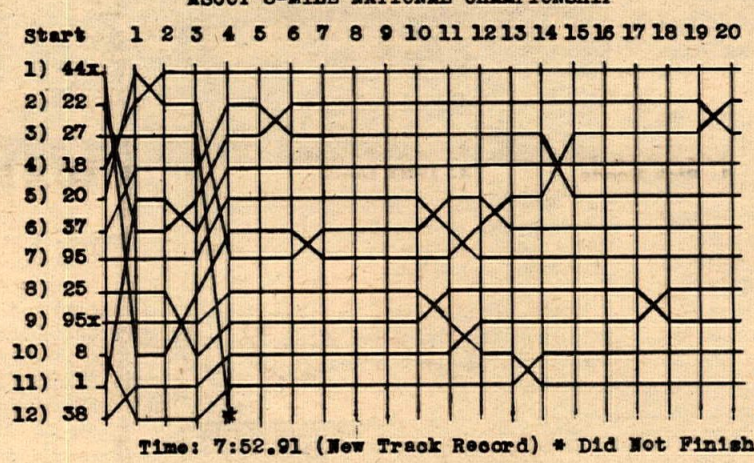
PASSENGERS

1.	Shirley Plickerd	242 Pts.
2.	Mary Lou Lafferty	233
3.	Georgia Jackson	197
4.	Ruth Walker	193
5.	Carolyn Folkes	162
6.	Martha Palmer	161
7.	Helen R. Teachout	156
8.	Jeanette Bye	152
9.	Carol Christensen	142
10.	Nellie Rosendale	142
11.	Louise Davis	136
12.	Judy Kelly	134
13.	Margaret Deshays	122
14.	Kathleen Brock	111
15.	Nancy Phipps	106
16.	Billie Sager	104
17.	Ruth Ferguson	100
18.	Laura Davis	98
19.	Dorothy Melanson	97
20.	Catharine Trago	87

CLUB STANDINGS

1.	Marys Men	159 Pts.
2.	Road Cruisers	132
3.	Singing Wheels	110
4.	Travellers	88
5.	Terrapins	66
6.	Aztecs	19

ASCOT 8-MILE NATIONAL CHAMPIONSHIP

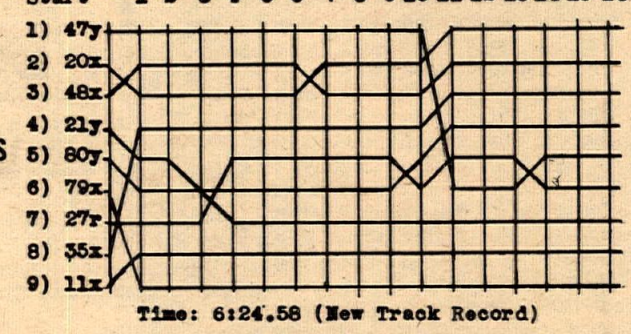


LAP CHARTS by Carol Sims

Finish
1) 18 Mert Lawwill (H-D)
2) 44x DeWayne Keeter (BSA)
3) 22 Dan Haaby (H-D)
4) 1 Gary Nixon (Tri)
5) 37 Mel Lacher (H-D)
6) 20 Gene Romero (Tri)
7) 95 Fred Nix (H-D)
8) 38 Chuck Palmgren (Tri)
9) 25 Cal Rayborn (H-D)
10) 8 Shorty Seabourne (BSA)
11) 95x Clyde Litch (Tri)
12) 27 Chuck Jones (BSA) *

Time: 7:52.91 (New Track Record) * Did Not Finish

ASCOT 7-MILE AMATEUR FINAL



Finish
1) 20x Tom Rockwood (Tri)
2) 48x Steve Pederson (Velo)
3) 35x Alex Chinowski (BSA)
4) 80y Jim Rice (BSA)
5) 47y Mark Brelsford (H-D)
6) 27r Geezer Emick (BSA)
7) 21y Don Harms (H-D)
8) 11x Dave Smith (Tri)
9) 79x Ted Yoder (R.E.)

Time: 6:24.58 (New Track Record)

AFM ROAD RACE
Orange Co. Int'l. Raceway Sun., Oct. 6, 1968

By Dennis Greene

50cc GRAND PRIX
1. Ron Grant Suz
2. Tom Cleghom Hon
3. Pete Giordanengo Hon
4. Bob Coe Hon
5. Ed Clement Hon
6. Steve Monohan Ital
7. Jerry Mathel Cim
8. Hugo Chicon Suz

100cc PRODUCTION
1. Pat Evans Yam
2. Don Vesco Bri
3. Jeff Pasternak Bri
4. Chris Anderson Mon
5. Terry Nelson Yam
6. Rudy Reynosa Mon

200cc PRODUCTION
1. Chris Moore Bri
2. Roger Wood Bri
3. Larry Wakatsuki Suz
4. Moe Conserriere Bri
5. Don Van Veen Hon
6. Robert Nelson Kaw

100/125/175
1. Ralph LeClercq 175cc Duc
2. Ron Phillips 175cc Oss
3. Pete Giordanengo 125cc Hon
4. Mike Lane 100cc Hod
5. David Scott 100cc Yam
6. Ron Grant 100cc Suz
7. Norman Rille 175cc Ang
8. Gerry Howerton 175cc Bri
9. M. Conserriere 125cc Bul
10. Stan Smith 100cc Bri

100cc
1. Mike Lane Hod
2. David Scott Yam
3. Ron Grant Suz
4. Stan Smith Bri
5. Roy Nakamoto Yam
6. Jeff Pasternak Bri
7. Mark Blackwell Yam

125cc
1. Pete Giordanengo Hon
2. M. Conserriere Bul
3. Jim Miller Kaw

175cc
1. Ralph LeClercq Duc
2. Ron Phillips Oss
3. Norman Rille Ang
4. Gerry Howerton Bri

350cc PRODUCTION
1. Dave Allee Hon
2. Alan Gingerelli Hon
3. Mike Lane Yam
4. Mike Simmers Kaw

500cc PRODUCTION
1. Ron Pierce Suz
2. Den DeGraff Suz
3. Dick Kilgroe Hon
4. Dick Martin Suz

1000cc PRODUCTION
1. George Kerker Nor
2. Chief Galbraith Kaw

SIDECARS
1. Bob Johnson/Mike VanLaar H-D
2. Dave "Crash" Roesch /Jim Manning H-D
3. Bob Baaker/Bob Bender BSA
4. Ozzie Aver/Robert Cummings Yam
5. Doug Bingham/Ed Wade H-D

250cc GRAND PRIX
1. Mike Lane Yam
2. Art Baumann Yam
3. Ron Pierce Yam
4. David Scott Yam
5. Joe Hamilton Yam
6. Don Emde Suz
7. Jerry Chistopher Kaw
8. Ed Ford Yam
9. Rudy Galindo Yam
10. Tom Finlay Yam
11. Ernie Caesar Gre
12. Ruben Portillo Yam

IRWINDALE DRAG RESULTS
Irwindale, Cal., Sat. 10-19-68

By D. Zeman

TOP BIKE:
Leo Payne 9.90– H-D

LIONS DRAG RESULTS
Wilmington, Cal., Sun. 10-20-68

TOP BIKE:
Leo Payne 10.54–138.00 H-D
TOP STREET:
Jim Parks 12.61–104.71 Suz
TOP MODIFIED:
Hannah 12.39–108.04 Tri
TOP GAS:
Tony Nicosia 11.23–125.67 Suz

STREET:
AA – L. Green 16.46– 72.34 H-D
A – J. Willhite 13.33– 96.05 H-D
B – Belmont M/C 13.34– 98.03 Nor
C – Jim Parks 12.61–104.71 Suz
D – Franklin 15.74– 78.00 Hon
E – Roberta George 19.11– 62.50 Yam

MODIFIED:
AA – Polette 15.23– 83.56 H-D
A – Richardson 12.85–100.44 H-D
B – Hannah 12.39–108.04 Tri
E – C. Cash 12.88– 98.69 Suz
F – Thurman 17.36– 70.75 Kaw

GAS:
A – Bill Chambers 11.46–121.13 H-D
C – T. Nicosia 11.23–125.67 Suz
F – Bix Dunlavy 17.91– 66.10 Hod

ORANGE COUNTY SHORT TRACK
El Toro, Cal., Wed., Oct. 9, 1968

FLATTRACK EVENTS
100cc TROPHY DASH
1. Mark Kruse Bul

250cc TROPHY DASH
1. Mike Lane R-E

100cc MAIN
1. Mark Kruse Bul
2. Mike Lane Hod
3. Ron Taylor Yam
4. Brad Throgmorton Suz
5. Chris Smith Kaw
6. Mark Dolce Bul

250cc MAIN
1. Stan Rogers Bul
2. Randy Ellis Bul
3. Mark Kruse Duc
4. Dave Lenar BSA
5. Ron Taylor Yam
6. Bill Cain H-D

TT EVENTS
100cc TROPHY DASH
1. Dan White All
250cc TROPHY DASH
1. Mike Lane Yam
OPEN TROPHY DASH
1. Dave Lenar BSA

100cc MAIN
1. Dan White All
2. Mike Lane Hod
3. Ray Vanderpool Yam
4. Ron Taylor Kaw
5. Chris Smith Kaw
6. Brad Throgmorton Suz

250cc MAIN
1. Mike Lane Yam
2. Ray Vanderpool Yam
3. Ron Taylor Yam
4. Larry Spaulding Mon
5. Bill Bartels H-D
6. Ronnie Cardiel Kaw

OPEN MAIN
1. Dave Lenar BSA
2. Terry Moriarty Tri
3. Jim Peterson Tri
4. Gary Nord BSA
5. Nat Clark BSA
6. Dick Stephens Bul

ASCOT AMA SHORT TRACK
Gardena, Cal., Fri. 10-11-68

15-LAP MAIN EVENT
1. Keith Mashburn (N) Yam
2. Cal Rayborn (E) H-D
3. Bill Cody (A) H-D
4. Ralph White (E) Yam
5. Eddie Wirth (E) H-D
6. Walt Fulton (E) H-D
7. Sid Carlson (E) H-D
8. Carl Patrick (E) H-D
9. Dallas Baker (E) Suz
10. Stan Rogers (N) Bul

(N) Nov. (A) Am. (E) Exp.

3-LAP TROPHY DASH
1. Keith Mashburn Yam
2. Dave Aldana Suz
3. Bill Cody H-D
4. Cal Rayborn H-D

HEAT RACE WINNERS
Keith Mashburn Yam 1:33:30
Dave Aldana Suz 1:34:50
Bill Cody H-D 1:34:60
Cal Rayborn H-D 1:35:05
Stan Rogers Bul 1:37:00

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WHITEMAN CLASS A SPEEDWAY
Pacoima, Cal., Fri., Oct. 11, 1968

By John A. Grout

TEAM EVENTS:
Valley, 35;
Pasadena, 15 pts.

HIGH POINT RIDER:
Sonny Nutter, 9 pts.

NON-TEAM EVENTS:
"B" Main:
1. Mike Bast
2. Elliott Schultz
3. Jack O'Brien
4. Bill Todd

"A" Main:
1. Steve Bast
2. Rick Woods
3. Sonny Nutter
4. John Hateley

U.S. CHAMPIONSHIP:
1. Rick Woods
2. Sonny Nutter
3. Jack O'Brien
4. Elliott Schultz
5. Larry Heinselman
6. Steve Bast

ADELANTO TRACK SCRAMBLES
Adelanto, Calif., Sun., Oct. 6, 1968

50cc
1. Hoffie Toh

100cc NOV. #1 MOTO
1. Kirk Travis Bri
2. Bill Hardin Suz
3. Larry Shaw Hod
4. Tom Cooper Yam

100cc NOV. #2 MOTO
1. Michael Rendich Bul
2. John Freis Bri
3. Wayne McDaniel Bri
4. Steve Hoffie Hod

100cc AM./EX.
1. Dale Hopkins Suz
2. R. Sweany Kaw
3. Dav. Sprayberry Kaw

250cc NOV. #1 MOTO
1. Ron Ringen Kaw
2. Bill Spann Hon
3. Stan Mattingly BSA
4. Rodger Kurtz Kaw

250cc NOV. #2 MOTO
1. Mike Hannon Kaw
2. Fred Leas Yam
3. Rodd Foster Mon
4. Alan Reed Suz

250cc AMATEUR
1. Larry Shoemaker Bul
2. Jim O'Neal Bul
3. Karl Wilson Bul
4. Billy Breedlove Yam

250cc EXPERT
1. James Bassey Suz
2. Sandy Armstrong Bul
3. Gary Shafer Bul

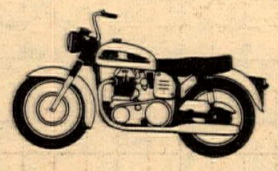
350cc
1. James Bassey Mai
2. Bill Spann Mon
3. Buddy Carter Bul

500cc
1. Jerry Mathews Bul
2. George Thibault Tri
3. Mike Cardwell Bul
4. John Collier BSA

OPEN NOVICE
1. Jim Maupin Tri
2. Ray McCalister Tri
3. Ray Shafer Tri
4. Dean MacKelprang

OPEN AMATEUR
1. Buddy Carter Tri
2. Bob Bledsoe Tri
3. Linn Kastan Tri

OPEN EXPERT
1. Butch Rotz Tri
2. Terry Morairty Tri
3. Terry Dorch Tri
4. Paul De La Torre Tri



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Carlsbad Moto-Bash

Story and Photos by Bill Pettigrew

CARLSBAD, Cal., Oct. 13 – Stu Peters and Kel Franks of the new California Moto-Sport Club have come up with a real winner of a moto-cross course for the International Moto-Cross that will be held at Carlsbad Raceway on November 30 and December 1 of this year. The completely new course was available to riders at last weekend's event there, and will be available again with another event on the 27th before the Europeans come at the end of November.

Sunday's activities started with a combined 125cc Jr. and Sr. class with Bultaco ace scrambles rider Steve Scott taking the overall win for the Experts. J. West chalked up another win the Jr. class and it looks like he will be moved up to Sr. very soon.

Darnell Does 'Em In

The likes of Russ Darnell, Tim Hart, and Lonny Peterson staged their usual battle in the 250cc Sr. division with super-smooth Russ Darnell and his Husky pulling in the first place gold. Lonny followed with a second and Tim Hart a third, both on CZ 250's.

Bill Hager and Montesa teamed up to do the troops in the 500cc Jr. class, with John Hateley (of speedway fame) coming in for second. Newly-made Expert Jim Wilson took his Greeves to top brass in the 500cc Sr. event followed by hard riding M. Holliday (Maico) and Larry Demas (also out for the first time as an Expert) taking a well ridden third. (Yaa-hoo).

The next event at Carlsbad will be the last chance you'll have to practice on the new course before the International. Make it for the weekend as there is camping overnight in the pits. The management of the Raceway would like it known that there are specific rules to be followed as far as riding in and around the pits, and it would be appreciated if they be followed to the letter. A copy of the rules will be given to each person or vehicle as they enter the Raceway.

(Results on page 16)

Bultaco mounted Larry Demas found the new Carlsbad Raceway track to his liking and turned in his best ride to date. Larry was just made a Sr. rider at this event and turned in a good third in the 500cc Sr. class. He claims he'll frame the prize money he received!

Above: John Hately showed up for the last Carlsbad event and proved he could handle a moto-cross course almost as well as he handles the speedway tracks as he copped a well earned second place in the 500cc Jr. event. John rode a new CZ and it seems he prefers that brand as his speedway fueler is made by the same company in Czechoslovakia.

Left: The 500 Jr. class coming around the first turn after the start provides some interesting situations as did develop all through the day. Eventual winner Bill Hager (#8) decides on the route through the middle of the traffic and on to victory with his trusty Montesa Cappra 360.

ACA Saddleback Moto-Cross

Story and Photos by Bob Thure

IRVINE, Cal., Oct. 13 – Over two hundred riders came from as far as Bend, Oregon, to test their skills and machines against the other riders and the course. At Saddleback, the course is located in a ravine and consists of numerous downhill off-camber turns, rough straights, several downhills, and a sandy, narrow, steep-walled gorge. Two downhills, the steep, long, very rough downhill just after the start and a smaller but steeper downhill into the bottom of the course, both played a major role in separating the winners from the also-rans.

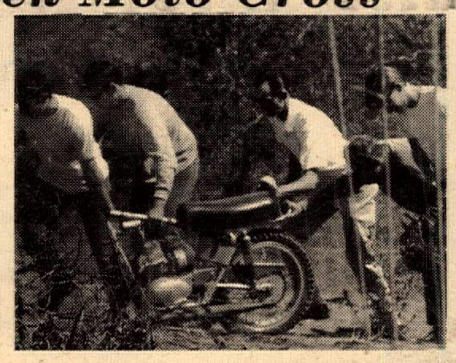
The 100cc Junior group, large as usual, had a small pile-up on the long downhill just after the start on the first moto but this tangle did not dampen their spirits as one member of this group while in the small ravine at the bottom of the course actually broke his cycle in half. Mike Runyard (MB) took the first in the 100cc's because among other things he could stand up longer than anybody else. Steve Goldberg (Hod.) was second with Don Emler (Suz.) third.

250cc Junior group was very large and ran as two different groups for motos and a final heat of the top finishers in each group. In the final heat second place overall rider Larry Shoemaker (Bul.) could have and almost did stop for a beer on the home stretch of the last lap. He was beaten overall by Husky rider Bill George with B. Presho (Yam.) third.

In the 250cc Senior Jeff Willis (Ossa) was second to Preston Petty (Suz.) and Bend, Oregon rider Arvin Cox (Yam.) took third.

Four-stroker BSA rider Chuck Minert was challenged only once as he won the 500cc class followed by Ray McCarty (Maico) with Andre Pillon on a Matchless third.

(Results on page 16)



Saddleback has a rough moto-cross course as is evident here when a 100cc Jr. rider broke his mount in half on one of the treacherous downhills @$$@!

Above: Action in the 250cc Jr. class is never lacking as is graphically illustrated here at the top of the hill at the back of the course.

Right: Preston Petty flies to top brass aboard his low flying Suzuki moto-cross machine. Boy, will you look at those "Kamakazi" goggles!

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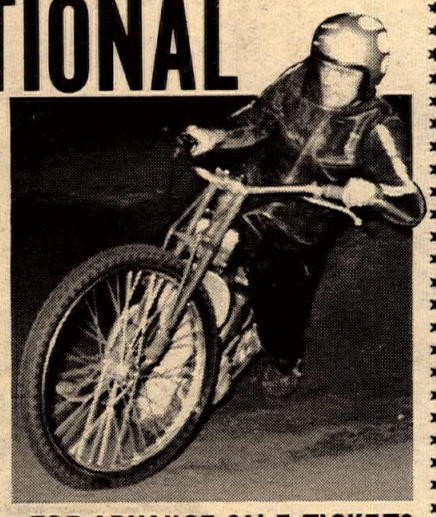

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Montie's Back, Takes Home Brass

Story and Photos by Dale McKinnon

A few months ago Montie Gibson had an accident and messed up his leg pretty bad. Most everyone thought he would be out for the rest of the year. But like the true competitor he is, as soon as he could hobble he was back on the track. In his heat he played it cool and felt out the track, but in the Main Gibson took off like gangbusters. Rick Graves stayed with him, but the first few laps it was all Montie – then he goofed over the jump and Rick got the lead. Montie stayed in there but couldn't get back around, so had to settle for second. Gibson had been racing regularly until his accident but never got a trophy and the first time out after the accident he got one; pretty crazy huh?

Al Caramella is making it...

Montie Gibson returns with a second in 350 Novice.

Delno Becker and John Grant swapped the lead several times with Becker taking the win in the 100 Amateur Main. The week before it was Grant in front at Chico. These two really put on a show.

In the Open Am.-Ex. Main the unbeatable one – Steve Young – suffered his first defeat in many a race but he went down like a champ. He was in there all the way. It was a beautiful start with all of them in the first turn together. Jerry Philpott came out in the lead with Steve right on his tail. Terry Sage, a black plate number, was up playing tag with the front runners though Steve wasn't about to let him by. Terry tried so hard that he fell, losing only one or two places. He worked his way back up to well deserved fourth in this class and one usually doesn't get a second chance unless he is an exceptional rider.

Another consistent winner who didn't fare too well was Jim Crenshaw from Davis. He usually wins the 250 Novice class on his Yamaha but had to settle for a hard-earned third. Mike Woltkamp took the win after a ring-a-ding battle with Jim, then Patrick McKee came up to take second; it just wasn't Jim's night.

This is the last night race for the Feather River M.C. They are switching to afternoon races from now on, and still have the best scrambles track in Northern California.

(Results on page 16)

BARBARA DAHMS Honored by M/C Safety Council

Photo by Bill Pettigrew

Barbara Dahms, Cycle News columnist and legislative advocate for the United Motorcycle Enthusiasts, was honored this week by the Motorcycle Safety Council. The award which was presented by Joseph Hope, President of the council, commended Barbara for her efforts in the field of motorcycle legislation.

California is the only state in the United States which has twice considered helmet requirements since the National Highway Safety Act became effective, and twice has rejected compulsory wearing of helmets and eye protection. In both the 1967 and 1968 sessions of the California legislature, these were hard-fought issues.

Representing the United Motorcycle Enthusiasts, Barbara presented testimony to the committees concerned, and coordinated other organizations and individuals in their opposition to the legislation. The high point of the debate occurred when she presented the committee members with actual helmets (courtesy of Bell Helmets) for their examination. The resulting pandemonium virtually assurred California cyclists of the right to make their own choices.

A graduate in sociology from the University of Illinois, Barbara has a life-long background in politics and legislation. She was Sacramento representative for Californians Against State Executions before joining UME.

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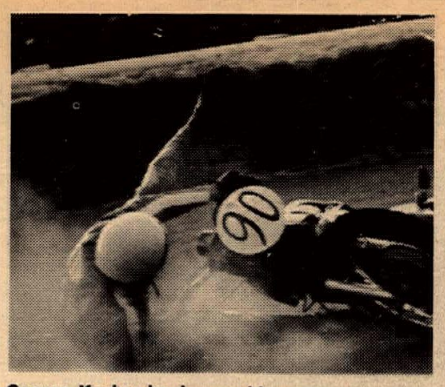
AFM Orange County Road Race Go



George Kerker having problems—

George still having a problem—

The guy in the pickup is about to hit the fence...

Photos by Dennis Greene

ORANGE COUNTY INTERNATIONAL RACEWAY, Oct. 6 – Final points race in the series of AFM Road Races on the new nine-turn course was run with all the class of a European Grand Prix.

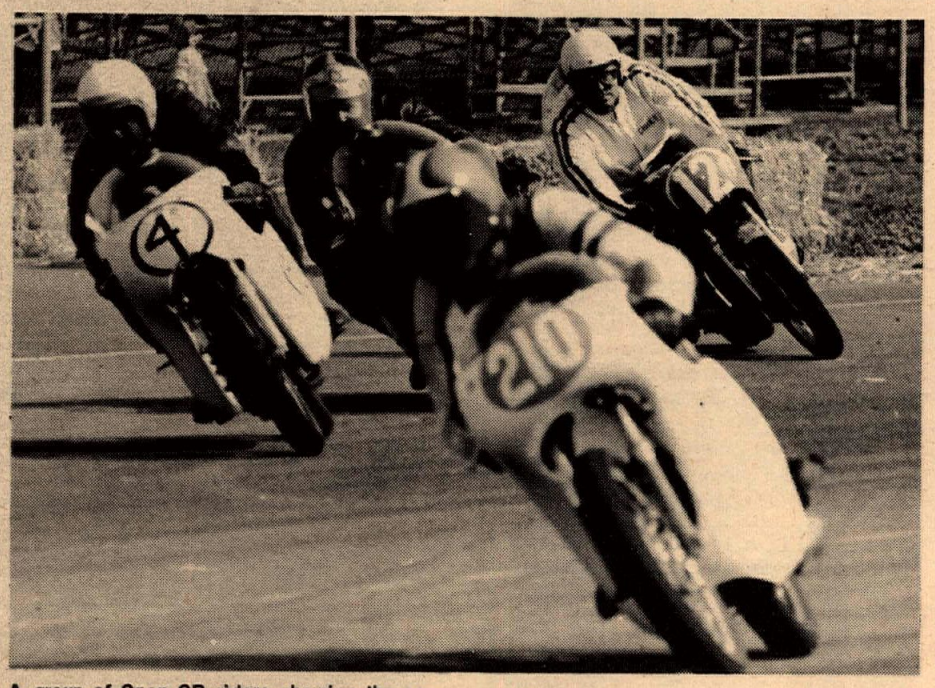
The entry list read like the Who's Who of American Road Racing, with such stars as Ron Grant and Ron Pierce who, just the week before, won the 12-hour Production Race at Willow Springs, Art Baumann, Walt Fulton, Dick Kilgroe of Daytona and Carlsbad fame, and well over one hundred others made up the race program for the day.

With a full entry in most all G.P. and Production classes the spectators and riders got a good measure of racing action.

George Kerker supplied some of the spills and thrills as he found the new turn nine to be just a little more right then he was. Although he fell off twice in the same turn and in the same race he still came on strong to get second place.

All the events of the day were packed with the classic styles we have come to associate with European Road Races.

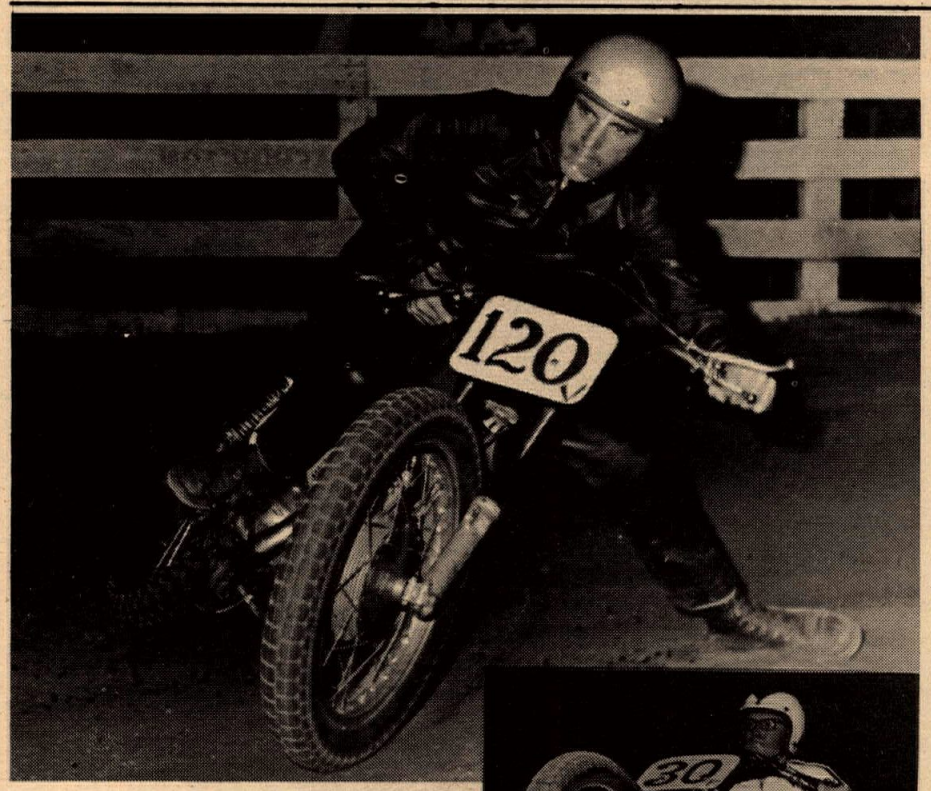
It would be unfair to just keep singling out personalities at this show because it takes a good competitive field to make the super stars look good, and that they did.



A group of Open GP riders showing the correct way to take the now infamous 'George Kerker' corner. Note the lack of style in this picture versus the three above. Make it to the next Orange County International Raceway event and make up your own mind, there is plenty of action.

A Road Race, just as all motorcycle racing, must be seen to be enjoyed to the fullest. See Cycle News each week to see where they will be running next.

(Results on page 16)



Bultaco mounted Lee Rice copped third in the 200cc Novice class.

CHOWCHILLA SCRAMBLES

Story and Photos by Jay York

CHOWCHILLA, Cal., Sept. 28 – Despite a two-week break in local racing, the Saturday scrambles sponsored by the Madera Braves M.C. were not as well attended as usual by either fans or riders. Many spectators were discouraged by the chilly weather and quite a few riders must have been preparing for the two big Sunday races in nearby Madera.

The Crain brothers, Mike and Roger, furnished plenty of excitement in the 100 Novice Main as they battled for the lead on twin Moto Betas. But a much improved Roger took the honors when the more experienced Mike dumped his bike trying to fend off an eager Joel Kreck (MB).

Red-hot Harold Santora charged to the fore on his Hodaka in 100 Amateur competition while John Bijyeu (Cimatti) and 12-year-old Darrell Smith (Bridgestone) fought over who would eat his dust. Bruce Davis piloted his Bultaco ahead of Bob Foster's Triumph to take the 200 Novice trophy.

The 250 Expert match, always an "exciter," saw Tod Sloan push his Montesa through the pack to unsuccessfully challenge an early lead established by Tim Thomas' Bultaco.

Tony McDowell (Tri.) had a hard three-lap battle before finally winning the 350-500 Novice gold from Dave Paulus (BSA).

Although there were only three riders in the 650 Novice competition, it was one of the better races of the evening as Triumph pilots Larry Hansen and Dale Arrant battled to the bitter end.

While Bill Lamb (Tri.) and Darrell McCaulley (BSA) went at it in a knock-down, drag-out 650 Amateur fight, Gene Auston took the prize for the most spectacular spill which injured his knee.

A recent graduate to the big time, Mike Middleton has already become a frequent winner in the 650 Expert class. He managed to edge out veteran Jim McCracken in a wild skirmish for the lead while Tim Thomas took a rest in the straw before completing the race practicing wheelies.

(Results on page 16)

Tim Thomas wins the 250cc Expert aboard a Bultaco.

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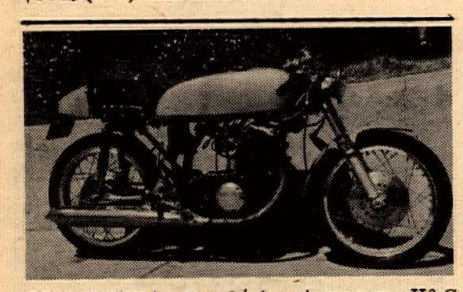

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LOST AND FOUND

Will the Shamrock who dropped his shorts in the middle of the Antelope Valley Freeway Sunday 10/13/68 contact Jim Davis. P.S. I also have your toothbrush, sweat shirt, alarm clock, jacket and other things I hesitate to mention. Jim Davis (213) 848-4859.

EXHAUST NOTES

By Bill Pettigrew

By Bill Pettigrew

A "Free Formula" world championship road race class will receive some serious thought at the FIM Autumn Congress in Madrid, Spain this month. This class would allow all the great riders in championship competition to compete in one class together. What makes this particularly interesting is that Cal Rayborn and his 750cc Harley would be allowed to compete, and that would make for some interesting racing.

Ivy Retires

Word has it that International road racer Bill Ivy is retiring from the two-wheeled sport. Bill claims that he can't take the bickering any more. Bill and teammate Phil Read haven't got along since Phil said "to hell" with team orders. Both men ride Yamaha on the circuit.

Ivan Mauger is the World Champion of the Speedway realm. Mauger, who has just taken the world championship, rode with a frame designed by an Australian by the name of Dave Heinz who by the way, works for Milne Bros. in Pasadena and produces these unique frames for sale to the new aspiring speedway racers in America.

Nixon Number One Again

Gary Nixon has managed to keep his national title in one of the closest points races in many a year. Nixon copped a fourth place in the Ascot 8-mile decider with close contender Fred Nix back in seventh. Nine points separated the two riders after the official results were posted. The real racing going on at Ascot was Mert Lawwill way out in the lead and the win. But the real mind-blower was the fantastic power drive of DeWayne Keeter aboard the Dick Kelm BSA. If there had been another 5 laps Keeter would have caught Lawwill and passed him. He was really coming in hot and heavy, falling up high, and then diamonding the corner and getting a terrific drive down the straight.

Word from Europe has it that American Al Rogers and a Checkers M.C. member, has taken a gold medal in the International Six Days Trial.

SCRAMBLIN AROUND

By Maureen Lee

For those riders who rode Perris Sunday, Oct. 13, wasn't it splendiferous? We've all complained about the track condition lately but since the last run it's been dug up and regraded and we wish we knew the name of the man who showed up with his equipment and did it. We understand his son rides Novice 100 and whoever you are sir, we are all beholden to you! Track owner Gerry Burton has purchased a new water truck and another piece of grading equipment in an endeavor to keep things just the way they are – and Sunday they were splendid!

There has been some comment on this mass start idea including growls that it's illegal to run that many riders without a progressive program. For those who don't know the score we'll set the record straight. Scrambles are in trouble, not serious, but there's more grumbling about conditions right now than ever before. So... At the scrambles clubs referees' meetings several suggestions were made (one was the mass start idea) and it was agreed that it be tried to see how it would work. Technically it is illegal (going by the current rule book) but not since the District agreed to go along with the experiment to see if we couldn't come up with something helpful. This stops the so prevalent condition of sitting around for ages and then getting a three-lap Main after a three-lap heat. Some guys though, will howl bloody murder if they only get three laps riding time and then howl even longer if they have to go more than five. Also, in checking the loudest howlers, most of them don't belong to a club or if they do it's a club whose reps don't show up to too many meetings to find out the real skinny. So to all the howlers, if you don't like it, then work to change the rules and improve things or just plain shut up.

We appreciated Doug Teeter's letter last week complimenting our statement of "ain't you got no pride" when riders compete out of their class and go cherry-picking. We also dig his idea that maybe there could be another class for the "professional" sporting Expert who is fully sponsored on equipment that rivals that of the true professional or those who really get a lot of help from either factory or a shop. We also want to see a separate point system kept for the trail-bike class in scrambles. Spectators at a track attending a scrambles for the first time must wonder what's going on when they see so many single digit numbers on small bikes, not knowing that it is often the sheer weight of numbers in those classes that make it that way. We certainly don't want to take away any glory from a superlightweight's low number; he earned it just as hard as anyone else. But it would seem more even-steven if the "trails" had their own points and their own number one.

For the old time riders, we had a treat a couple of weeks ago. As guests at the Dirt Diggers meeting we saw movies of a track called "Shamrock Park." Like, wow! That was a scrambles! Nowadays they call it moto-cross. It had some hills that looked like the Castaic moto-cross circuit, but one thing for sure. Just look around at how good the men go who learned to ride on tracks like that. They can still handle anything.

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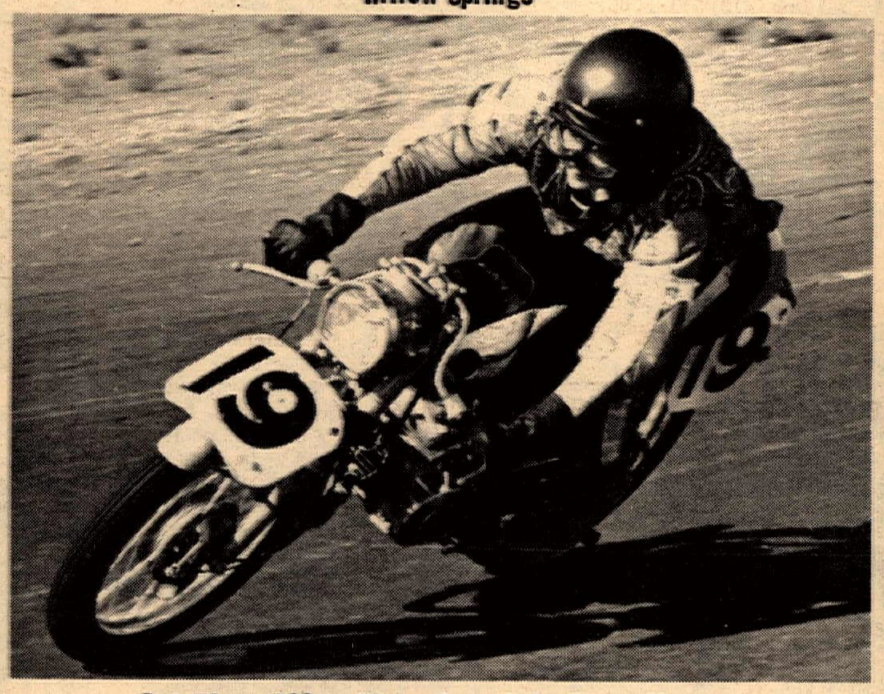

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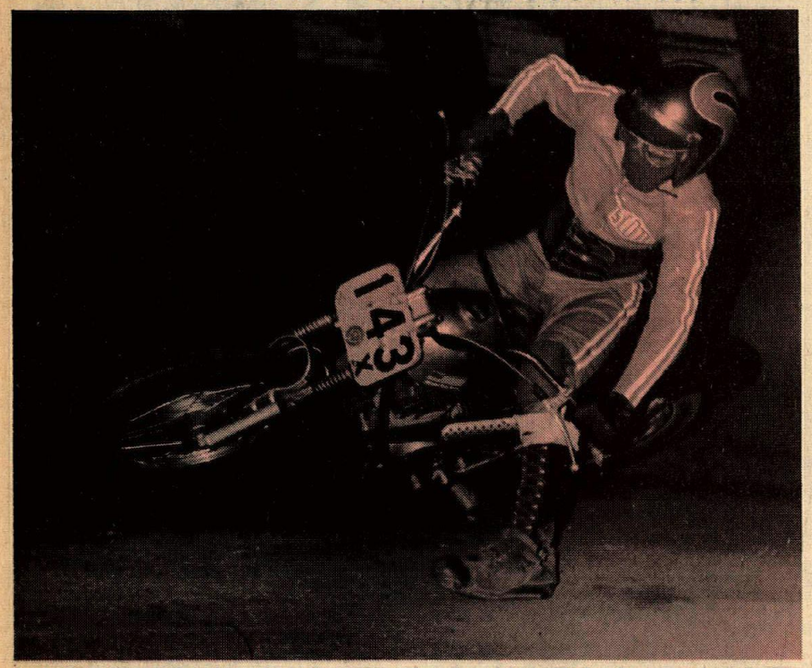
McKee Moves To Trojan Senior Class With Double Win



Included in the action that takes place every Thursday night at Trojan Speedway is both TT and Short Track racing.

By Mike Capalite
Photos by Bill Pettigrew

SOUTH GATE, Cal., Oct. 10 – Troy McKee ran his last race as a Junior rider in superb style as he took the Trophy Dash win over Senior riders Paul Wilde (Yamaha) and Bryan Spinks (Yamaha) who will be his chief adversaries as Troy and his rapid Hodaka move into the top class. The Senior Class in both the 100cc and 250cc has been pretty much up for grabs in the TT division as high point man Gary Bailey is on tour with the American moto-cross team. Troy proved his superiority in the 100cc Junior Main by taking the win ahead of the second place man Lloyd Quintard (Yamaha) and third and fourth place men Robert Parr (Hodaka) and John Freis (Bridgestone).

The 100cc Senior Main win went to Paul Wilde (Yamaha) who was able to repeat his action of the Trophy Dash and stay ahead of Bryan Spinks (Yamaha). Jack Morgan (Hodaka) finished in the third place position.

In the 250cc TT Trophy Dash, Irwin Moon (Bultaco) held his lead over Bryan Spinks (Yamaha) and Robert Milner (Bultaco) to take the TD win, and came right back in the Senior TT Main to take home his second first place trophy of the evening.

In the 250cc Junior TT Main, it was Bryan Spinks (Yamaha) topping the pack for the checkered flag while Ray Park (Bultaco) finished second and Glen Bolenbaugh (Yamaha) garnered the third spot away from George Spearing (Bultaco).

(Results on page 16)

Adelanto TT Happenings

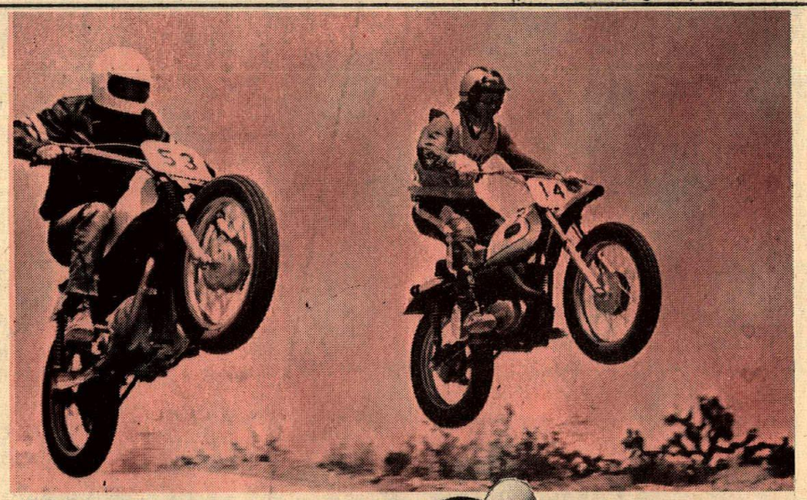
ADELANTO, Cal., Oct. 6– One outstanding young tike, A. Hoffie on a Tohatsu in the 50cc class, rode very hard and showed much ability, yet in the Main Event upon leaving the jump he rolled head over handlebars, winding up in the soft sand shoulder. He got back in the race, though, and finished third accompanied by a big round of well-deserved applause.

Out of 16 riders in two separate 250cc Novice motos, eight different motorcycle clubs were represented. Gripsters Ron Ringen (Kawasaki) grabbed first in the #1 moto with Scrambler Bill Spann (Honda) 2nd and Desert Phantom Kawasaki rider Roger Kurtz creating a lot of excitement by going down at high speed at the end of the 770-ft. straightaway, still managing to take third place.

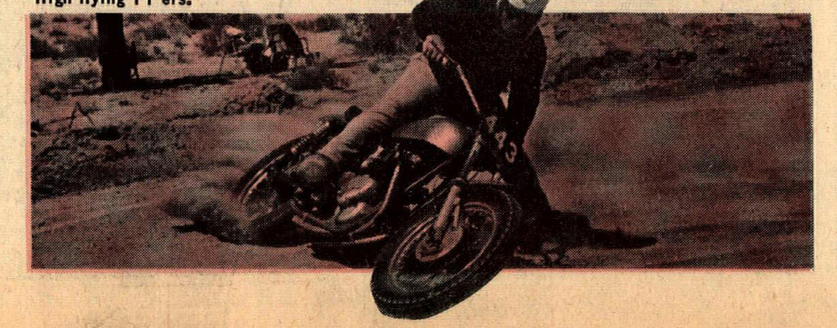
Unbeatable Expert 250cc rider James Bassey (Suzuki) of the Simi Valley M.C. carried home two trophies after winning both the 250cc and 350cc Expert classes. Bassey's post-race comment: "Adelanto is my type track, a great track. I'll drive a hundred miles to ride here anytime."

Every machine in the Open Expert lineup was a Triumph and Butch Rotz came out on top, ahead of Terry Moriarty, Terry Dorsch and Paul De La Torre.

(Results on page 16)



High flying TT'ers.



CYCLE NEWS

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High flying Gary Bailey displays his own particular 'European' style of jumping aboard his Nick Nicholson sponsored Greeves 360 Moto-Cross machine. Photo by Bill Pettigrew.